

The Autocar
29 OCTOBER 1954

LONDON SHOW REVIEW

1/-

The Autocar

FOUNDED 1895

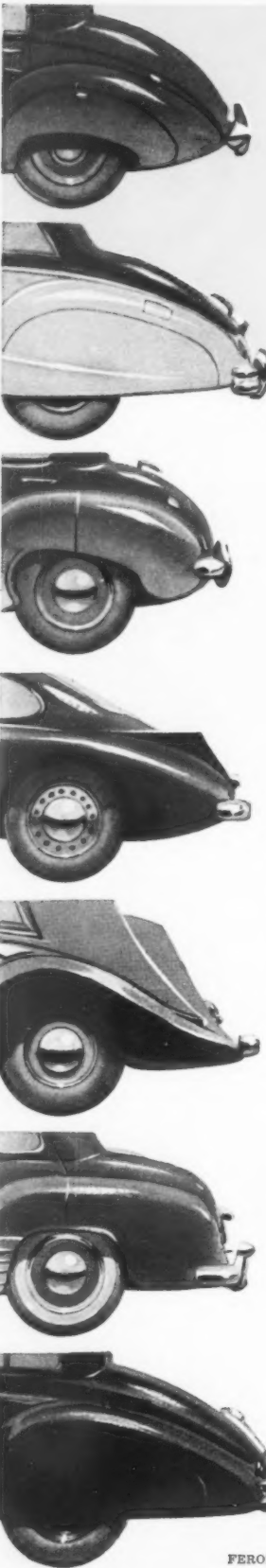
LARGEST CIRCULATION

JAGUAR

*range of cars
for 1955
on*

STAND 129





1955 Car Design demands 1955 Braking

ON STAND AFTER STAND in this year's Show, new car designs tell the same story. Higher engine power and speed; all-enveloping bodies and improved stream-lining.

Think what work this must throw on brake linings. It means:—

- 1 *Less and less help for brakes from wind resistance.*
- 2 *Less and less cool air reaching brake-drums.*
- 3 *Faster and faster speeds for brakes to check.*
- 4 *Higher and higher temperatures for linings.*
- 5 *More and more risk of disastrous brake-fade.*

Ferodo Anti-Fade Linings are the motorist's safeguard. It is their incomparable characteristic to take all the punishment that hard driving and hard braking can hand out and still not fail at their job. This is proved 'lap and lap again' by ruthless Grand Prix drivers.

Expert and frequent brake-checking is another precaution, now more essential than ever, to ensure braking efficiency and long life for linings. Regular testing (every 2,500 miles) may save life . . . MUST save money.

FERODO
ANTI-FADE Brake Linings
are standard on most
Earls Court models



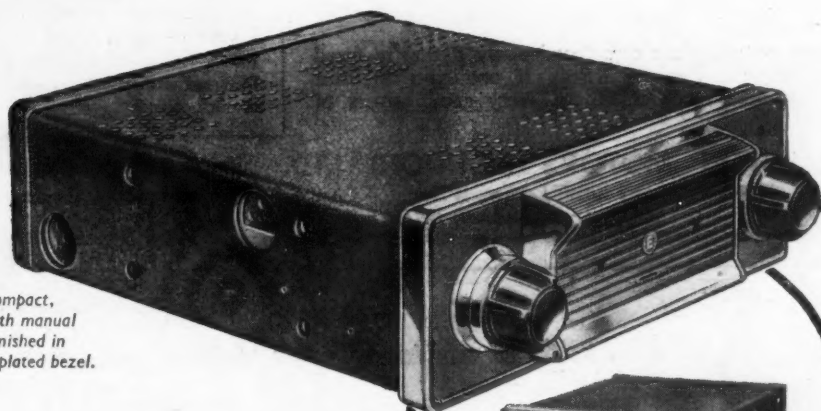
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Model CR152 is typical of the fine range of Ekco Car Radio receivers.

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MODEL CR152—a compact, 6-valve superhet giving both manual and pre-selected tuning, finished in dove grey with chromium-plated bezel.

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See how easy it is to install. Call at
INTERNATIONAL MOTOR EXHIBITION
STAND 94



EKCO

Quality car radio

The hinged scale-cover, here seen open for manual tuning, conceals three individually-lit tuning drums. Small windows in the cover provide night indication of the three pre-selected stations.

Approved as standard or alternative optional equipment for Alvis, Austin, Bristol, Daimler, Ford, Rootes Group, etc.

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Make of Car year

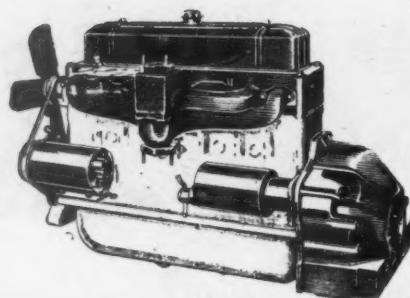
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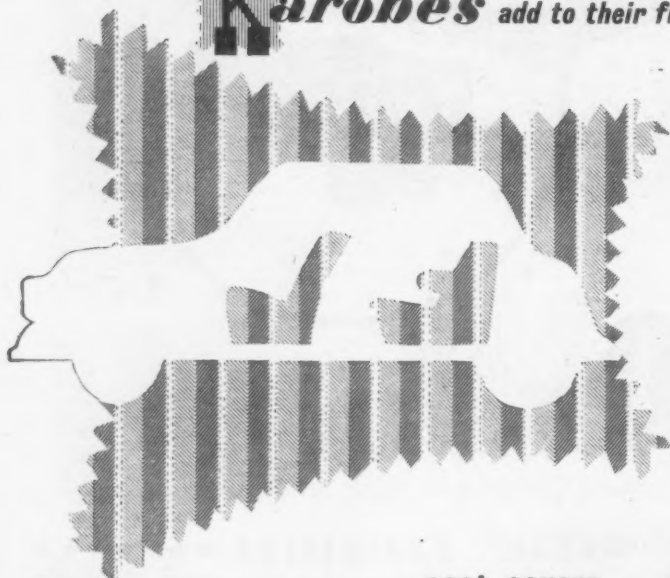
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Telephone: PADdington 0022 (12 lines).

DHB/23



Karobes add to their fine range of seat covers another fine cloth



The wonderful range of Karobes seat covers is now enhanced by the addition of a brand new fabric. The well established all-wool Scottish Clan Tartans and felts in plain colours, together with this new Courtauld's fabric, aroused great interest at the Motor Show last week. If you were not fortunate enough to be at Earls Court why not use the coupon below as an easy means of finding out how admirably Karobes will brighten the interior of your car, add a touch of luxury and comfort and satisfy your own personal taste?

An Exciting NEW Fabric BY COURTAULDS

This miraculous new fabric has exceptional tensile strength, is resistant to abrasion and cigarette burns, to dust, damp and sunlight. Its satin-smooth surface, easily cleaned with sponge or petrol, prevents wrinkled and soiled clothes.

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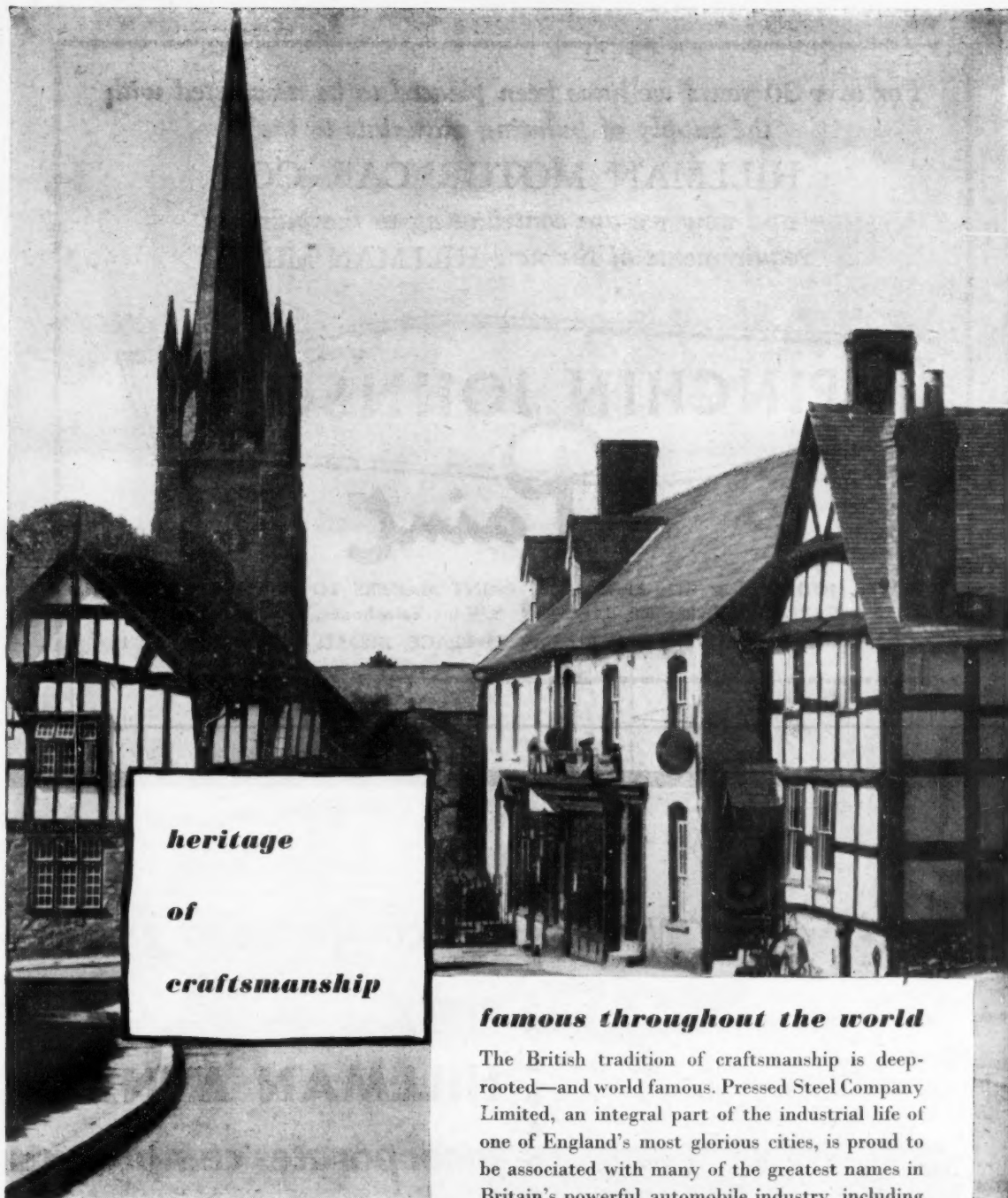
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Make of Car..... Model..... Year.....

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**STAND
109**

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—and now we are contributing to the painting
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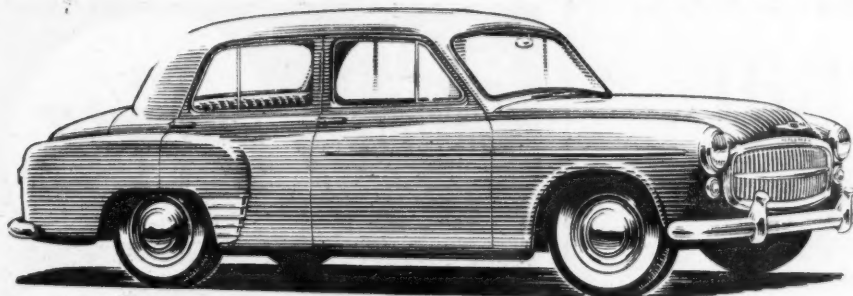
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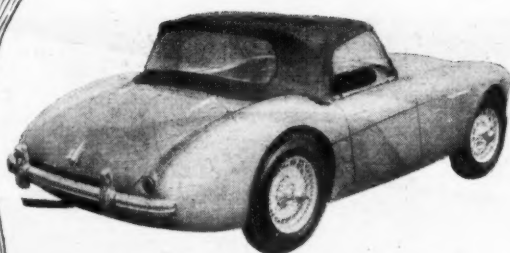
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LONDON Oct. 20—30th.
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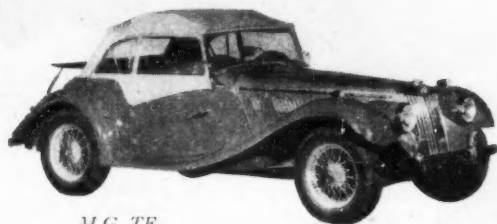
JAMES NEALE & SONS LTD., Graham Street, Birmingham, 1.

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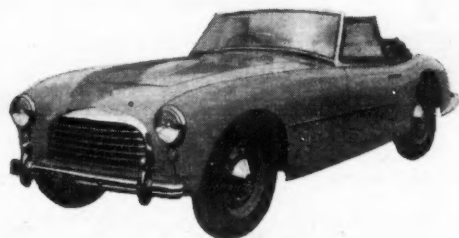
LEEDS DEPOT: West Mill, Harmer Street, Kirkstall Road.



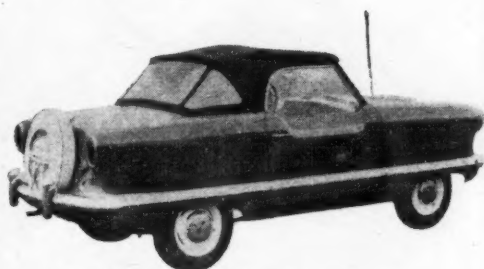
Austin-Healey One Hundred.



M.G. TF.



Swallow Doretta.



Nash Metropolitan (Manufactured by The Austin Motor Co. Ltd.)



Triumph TR2 Sports.

For more vision in rear windows thank VYBAK Flexible Clear Sheet

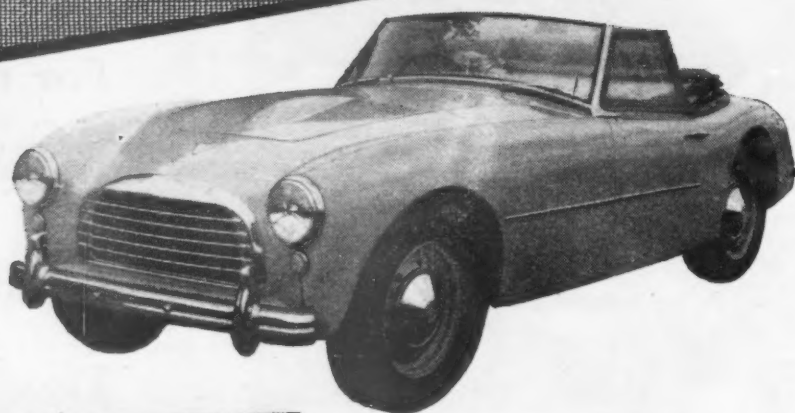
All these rear windows *fold* with their hoods, and there's no fear of cracking, crazing or marking with tough VYBAK Flexible Clear Sheet. Larger rear windows mean more light, better vision—and greater safety. Samples and prices gladly sent to manufacturers and accessory dealers.

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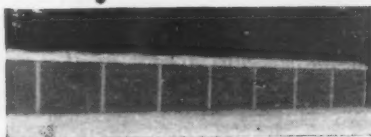
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Address.....

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A/29/10



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SPEED Packed into the 2 litre engine of the Swallow Doretti is all the surging power needed to send the miles scudding behind. Although capable of over 100 miles an hour the car is ideal for fast touring at 75 to 90 m.p.h., at the same time high performance is combined with exceptionally economical running.

COMFORT Controls and steering are so arranged to give maximum comfort for the driver, while the interior is luxuriously fitted with leather covered sponge rubber moulding, first quality hide upholstery and thick carpeting.

SAFETY The 50-ton tubular steel chassis of the Swallow Doretti is specially built to meet the stresses of high-speed motoring and to ensure the greatest possible stability; hydraulic brakes are also fitted, thus you can drive this fine car knowing that every device to provide the greatest possible safety has been incorporated.

STYLE Friends will stop and admire the smooth, sleek lines of your Swallow Doretti. Beautifully styled on the classical Sports Car lines it provides the utmost in elegance.

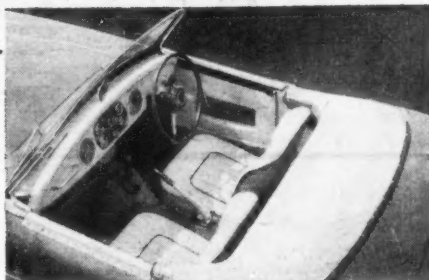
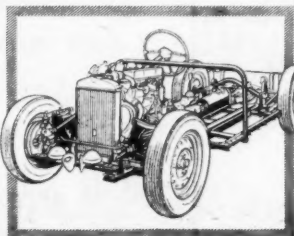


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ABOVE is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while LEFT shows the 50-ton tubular steel chassis that ensures complete stability.



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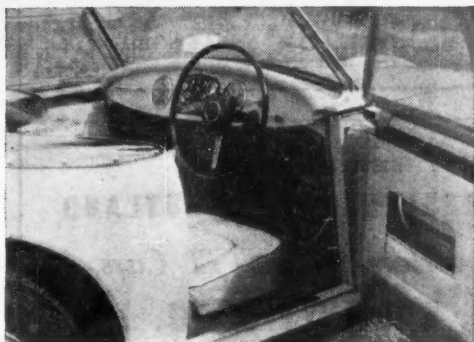
Every new development in car design is matched by the continual development of Smiths instruments. Here, echoing the purposeful lines of this speedy new sports car, Smiths Jaeger instruments proudly take their place on the dashboard of the elegant Swallow "Doretti".

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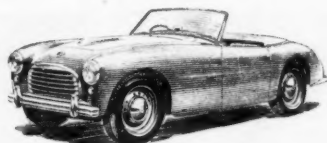
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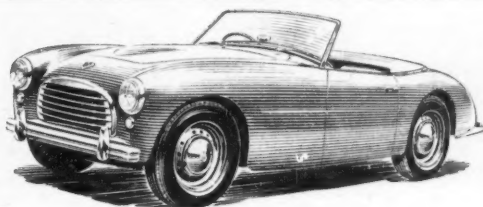


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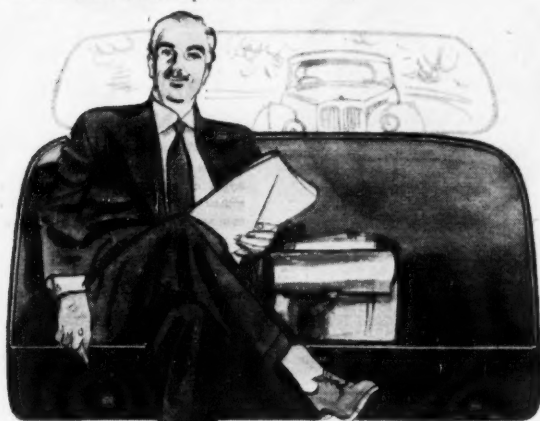
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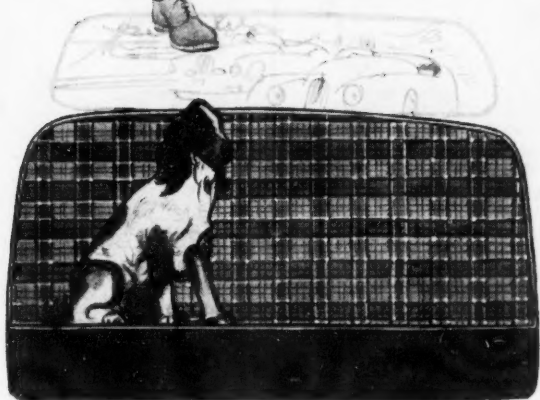


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Make Model Year A

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FOR SMARTER CARS

A Range of Rear Lamps and Reflectors for all requirements . . . beautifully styled . . . robustly constructed . . . easily installed.

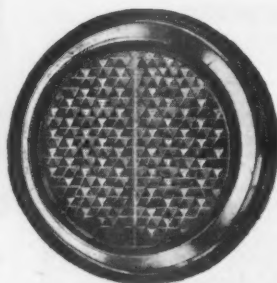
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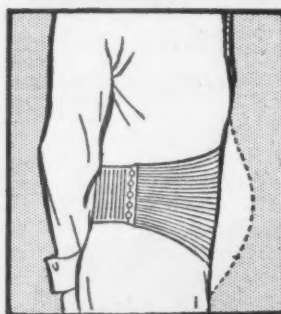
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The Autocar, 29 October 1938

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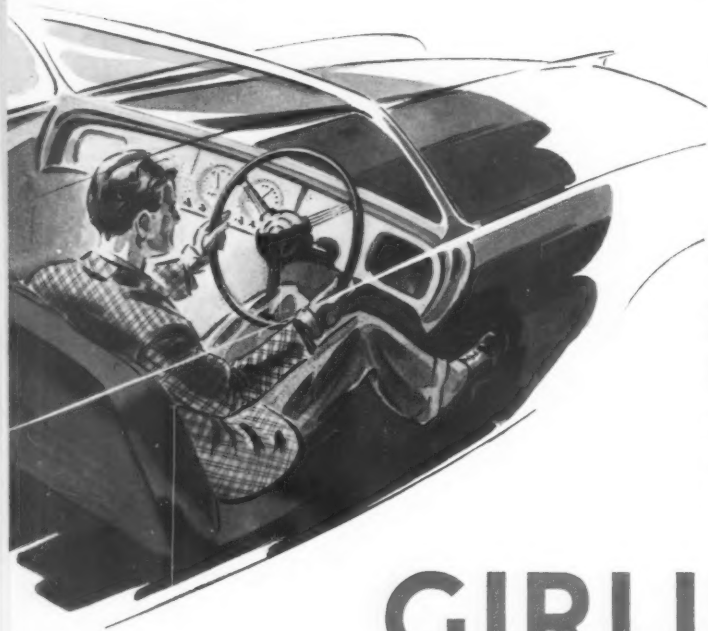
at the Motor Show Earls Court

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MOTOR SHOW · EARLS COURT 1954

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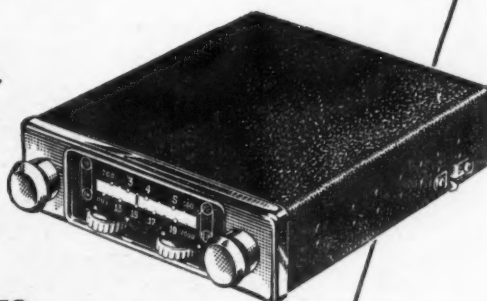


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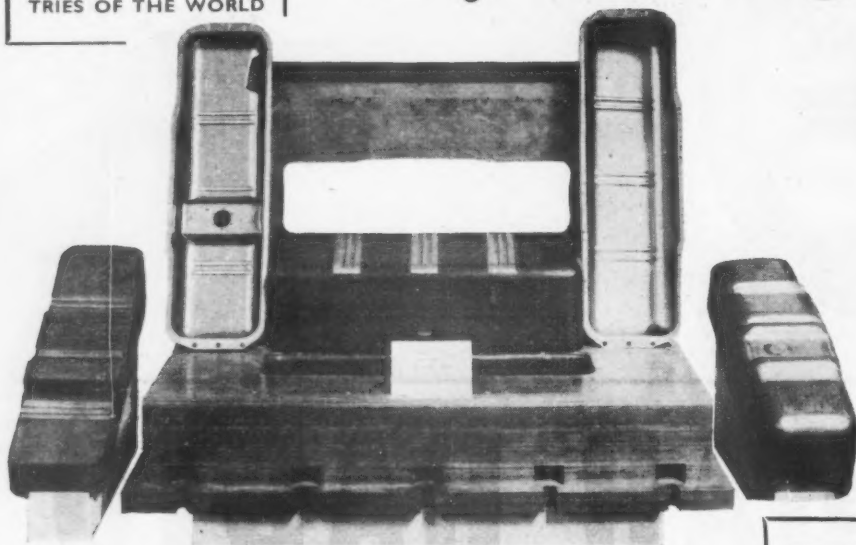
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Illustration shows "Hy-du-lignum" Press Tool, used on DH 600 Clearing, Treble Action Press for 20 gauge mild steel Petrol Tank Body Pressings. Interchangeable Punches and Ejectors with common die and pressure plates to produce top and bottom body halves, 3ft. long x 10in. wide x 8in. deep. Photograph by Courtesy of Morris Motors (Radiators) Limited.

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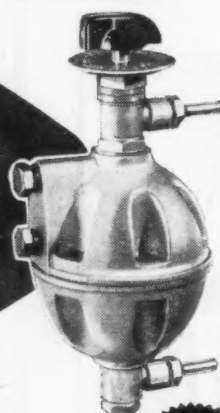
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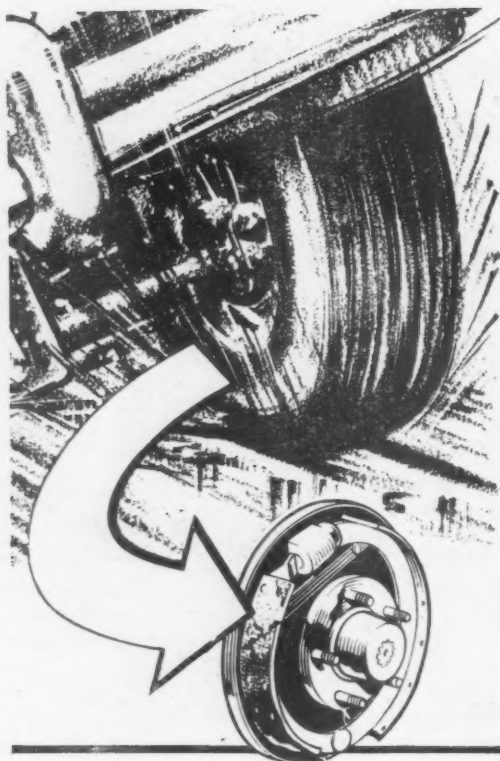
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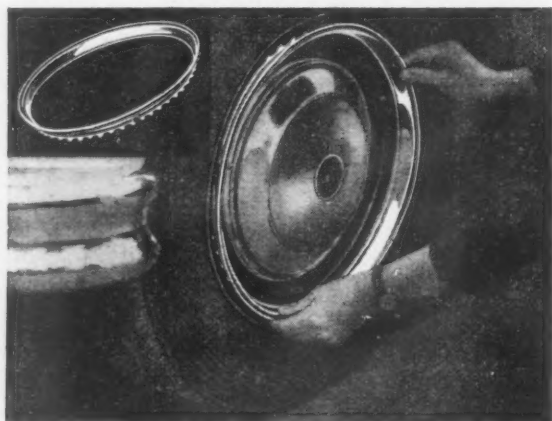
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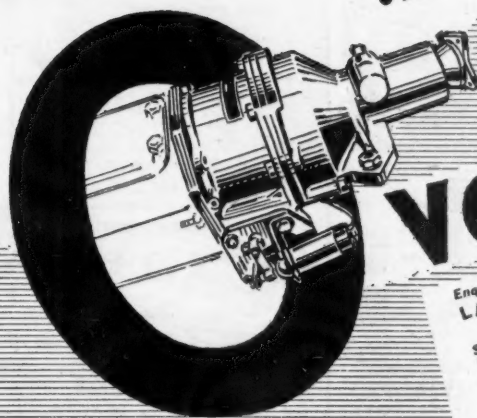
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These latest Melco tools have many uses in the Garage, particularly for main bearings and where great leverage is required. They are solidly forged and fully heat treated for great strength and are attractively finished in silver spray for eye-catching appeal.

Model No.	Nut sizes	Shank dia.	Over-all Length	Retail Selling Price
DES/1	$\frac{1}{2}$ " x $\frac{1}{2}$ " WHIT	"	14"	7/6
DES/2	$\frac{3}{4}$ " x $\frac{1}{2}$ " WHIT	"	14"	7/6
DES/3	$\frac{1}{2}$ " x $\frac{1}{2}$ " WHIT	"	18"	9/6
DES/4	$\frac{3}{4}$ " x $\frac{1}{2}$ " WHIT	"	18"	9/6
DES/5	$\frac{1}{2}$ " x $\frac{1}{2}$ " WHIT	"	21"	14/-
DES/6	$\frac{3}{4}$ " x $\frac{1}{2}$ " A/F	"	14"	7/6
DES/7	$\frac{1}{2}$ " x $\frac{1}{2}$ " A/F	"	14"	7/6
DES/8	$\frac{3}{4}$ " x $\frac{1}{2}$ " A/F	"	18"	9/6
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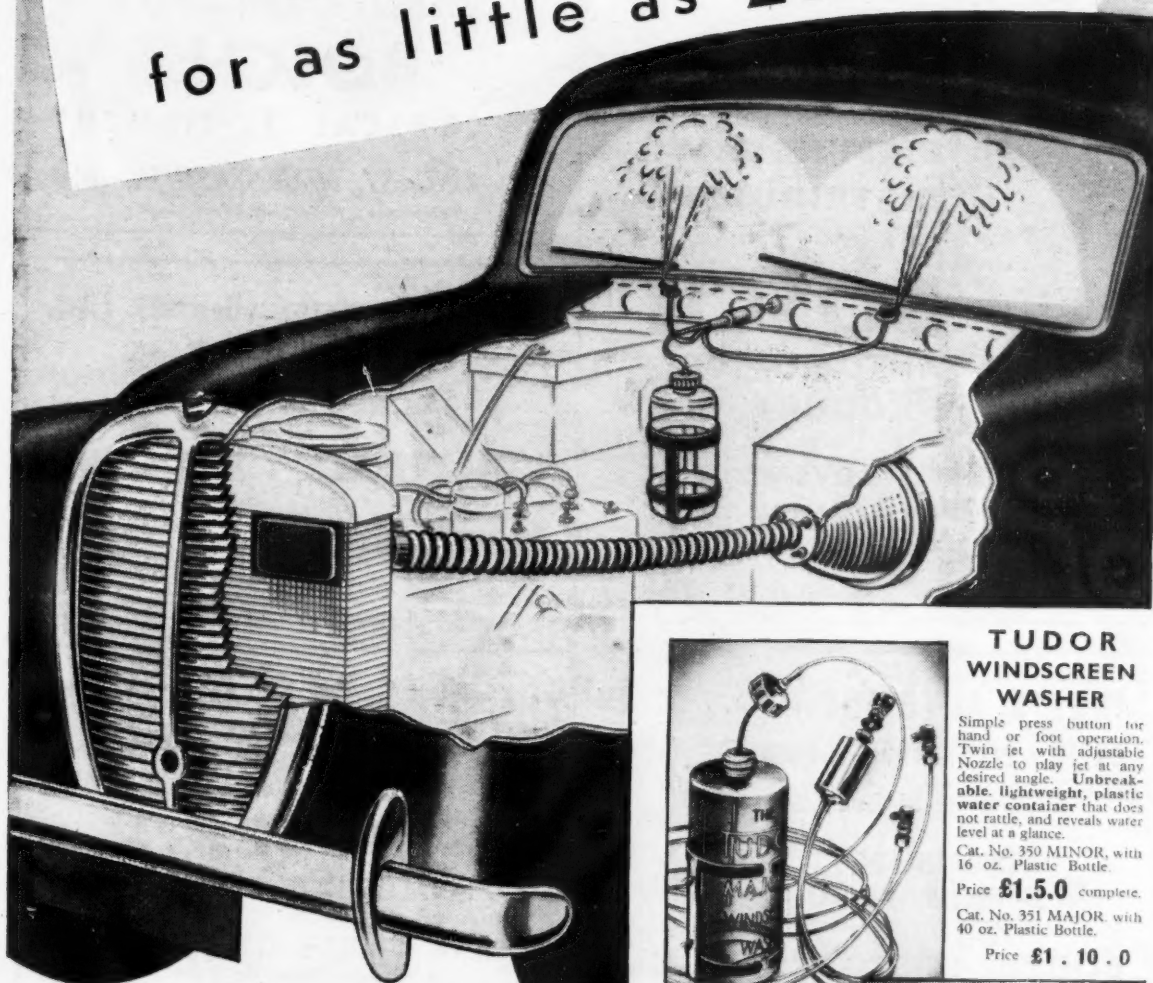


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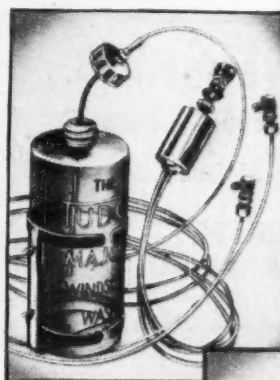


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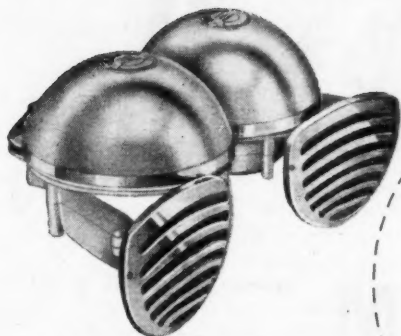
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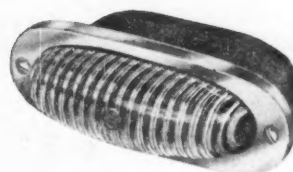
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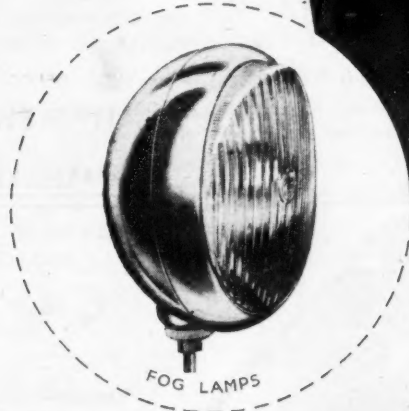
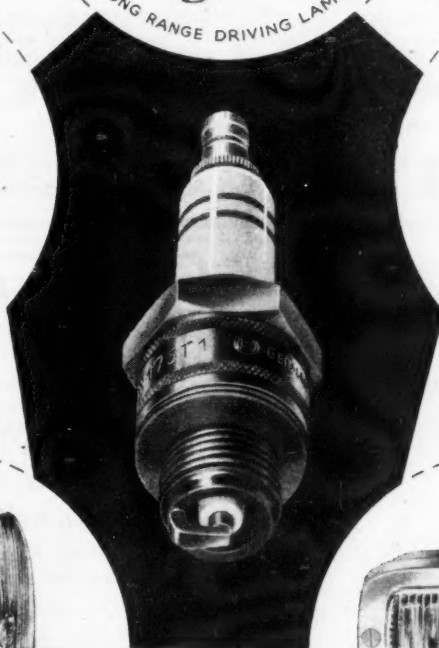
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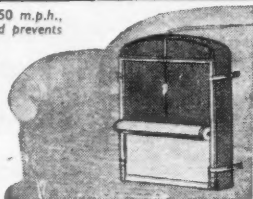
BECAUSE the K-L range includes special models for all popular cars.

BECAUSE skilful engineering and large-scale production combine to make K-L units Britain's best value.

BECAUSE they are designed by experts to be a credit to your car in appearance as well as performance.

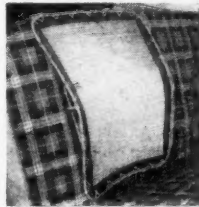
All K-L units are designed for easy, rapid fitting and are controlled by an illuminated rheostat switch on the dashboard. They use the "waste" heat from the engine cooling system (thermo syphon or pump type) to keep you comfortably warm and free from windscreen worries. In addition to those illustrated, there are special models for the Triumph T.R.2 and the Standard 8 and 10. Ask at your garage, or write for leaflet No. 55, stating make and year of car.

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brings leverage to your aid when turning or reversing. Easily fitted on either side of the wheel, this new K-L device has a smart "cortoiseshell" head and costs only **10/-**.



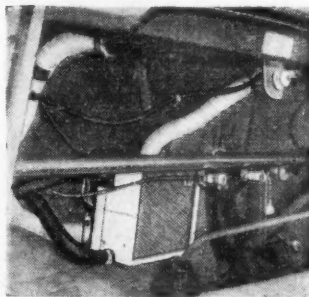
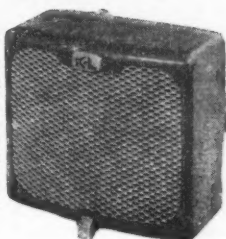
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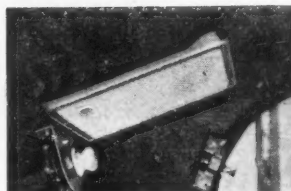


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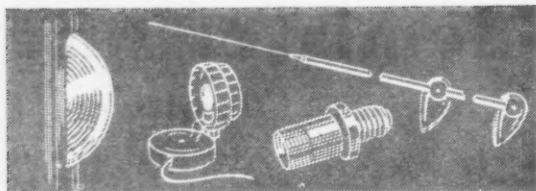
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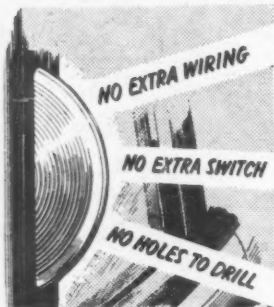


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J.K. Pat. applied for.

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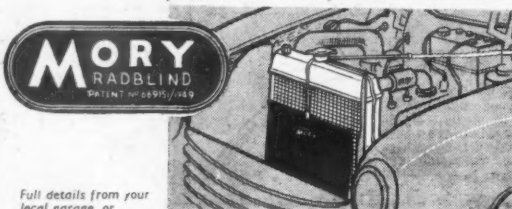
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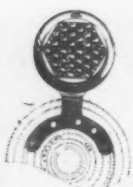
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An all brass product, giving a wide, flat, non-dazzling beam of approximately 400 feet. Complete with bracket, cable, earth wire, switch and bulb. All chromium or black-and-chromium finishes.

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This lamp is complete with fitting to enable it to be used on any make of car or commercial vehicle. Complete with bulb. Produced in brass and finished in heavy chromium. Diameter of lamp is 3 1/4 in.

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SIDE LAMP No. 2016

This side lamp is suitable for all cars and light commercial vehicles. Supplied complete with bulb. All brass finished chromium, or black and chromium.

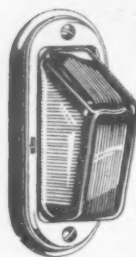
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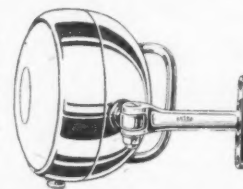
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The complete range of Weathershields' accessories and equipment for the motorist will be available for inspection, of which a selection is illustrated here.



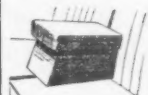
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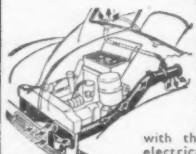
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Pattern also available for normal type of bench seat, suitable for Morris Oxford, Ford Consul and Zephyr, etc.

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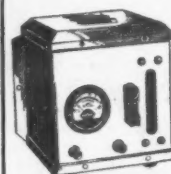


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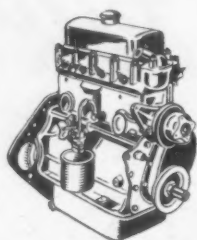
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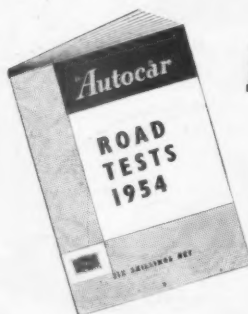
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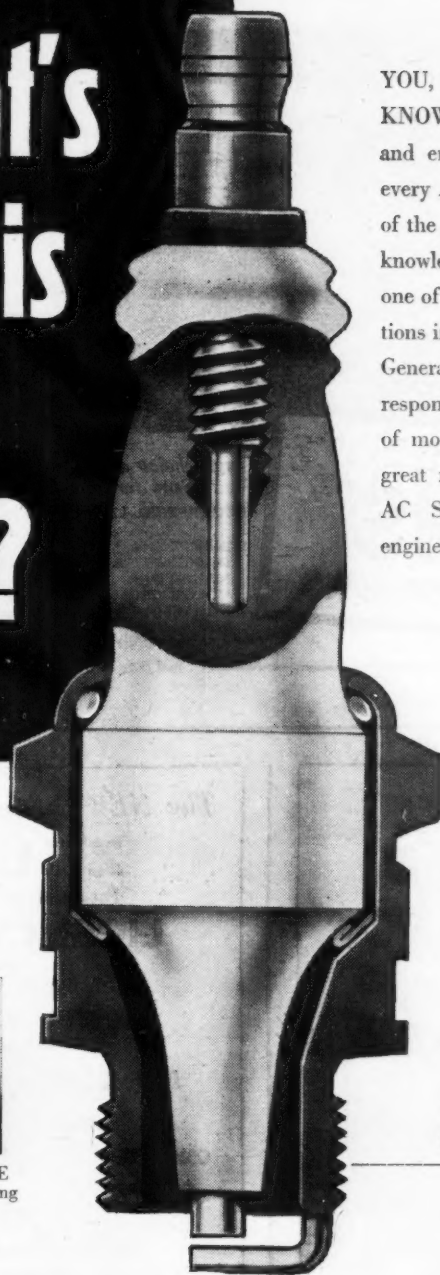
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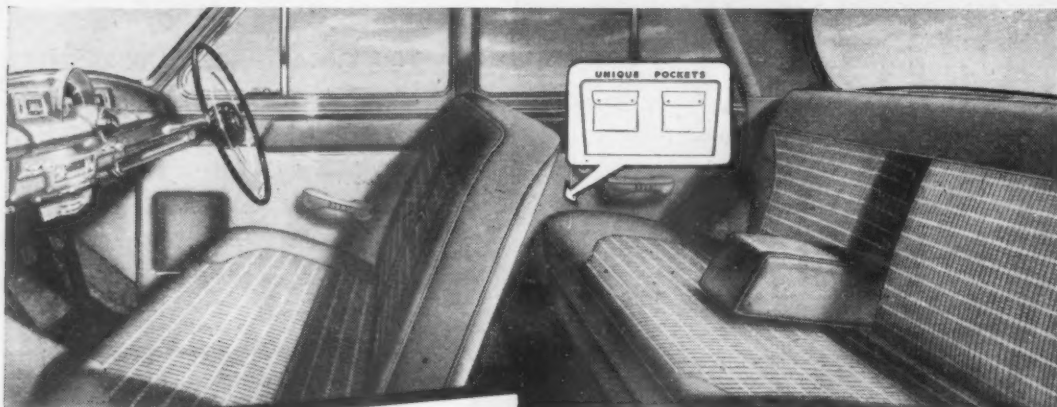
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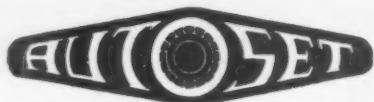
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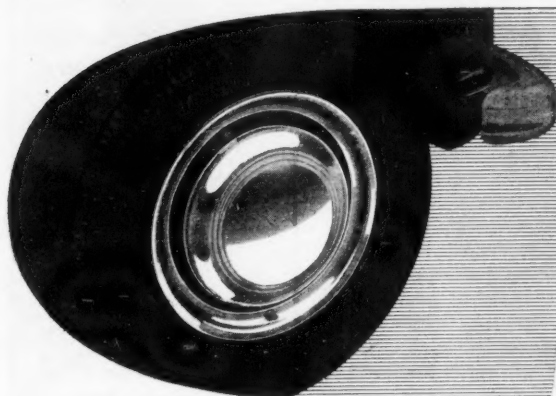
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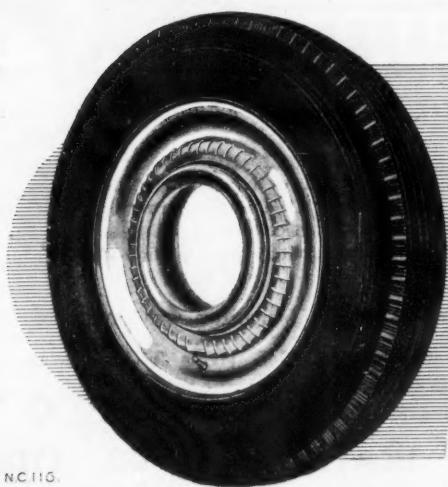


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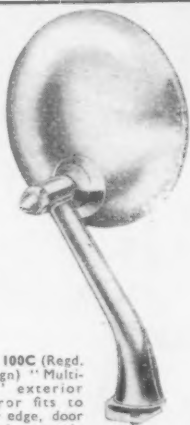
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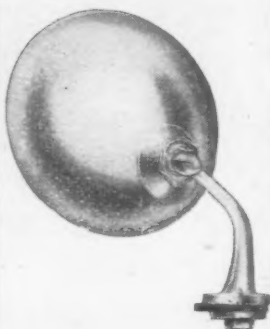
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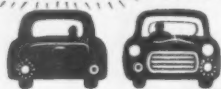
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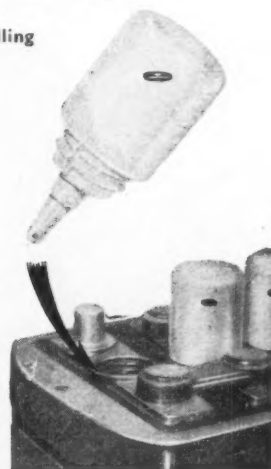
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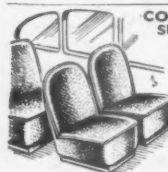
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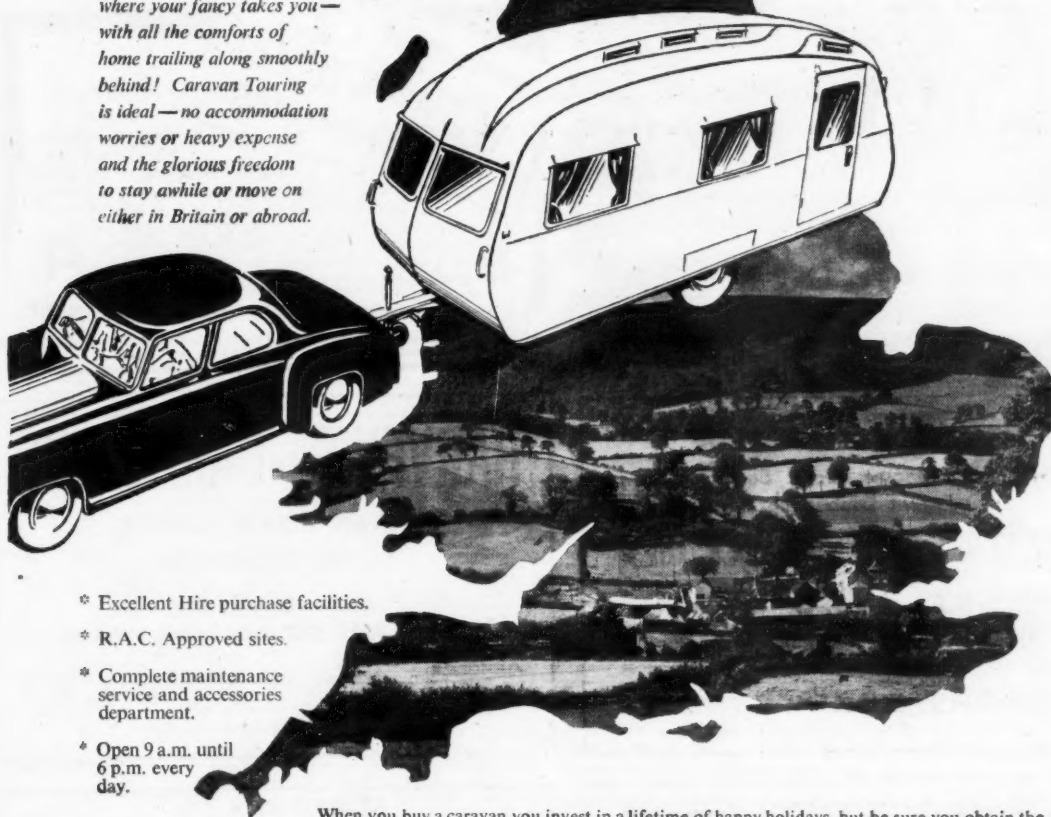
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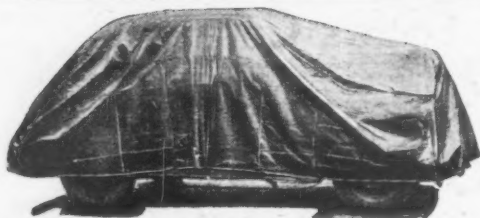
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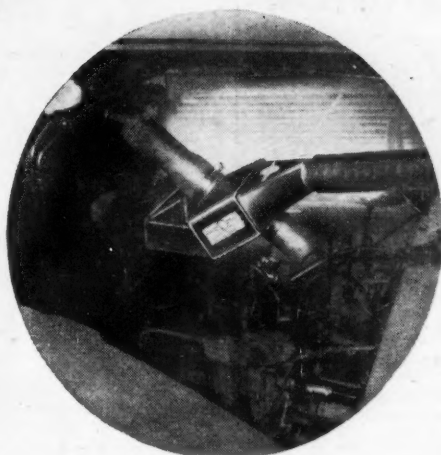
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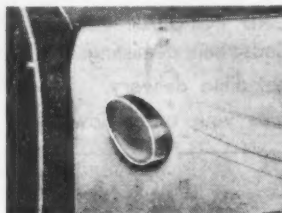
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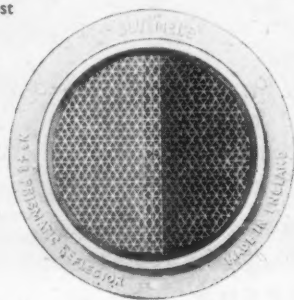
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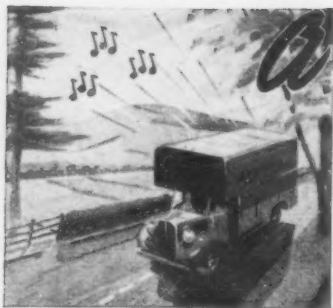
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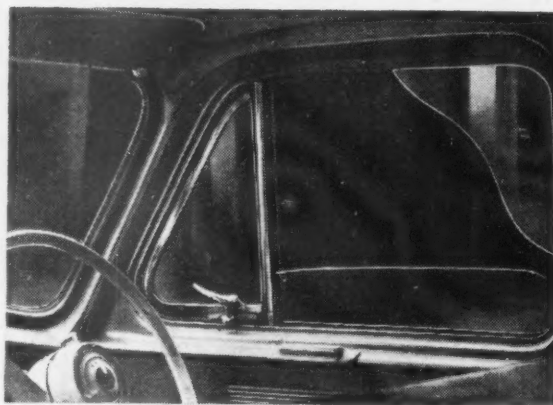
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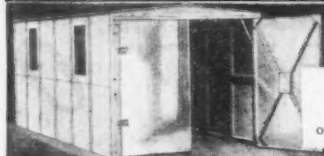
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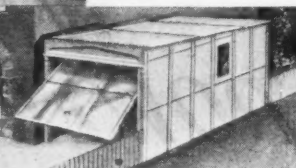
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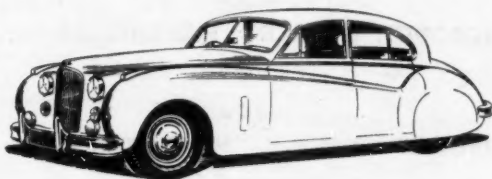
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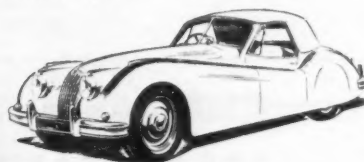
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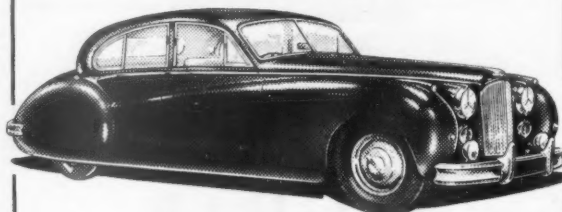
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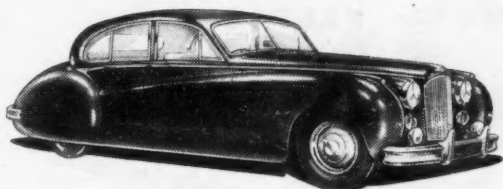
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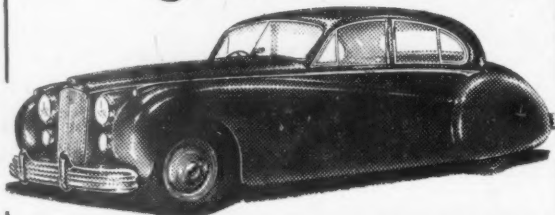
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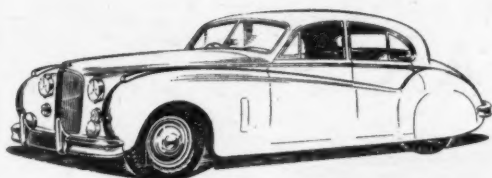
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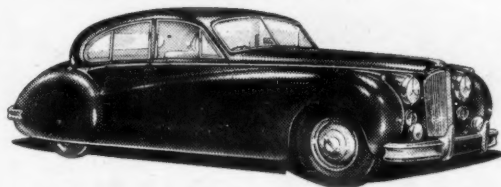
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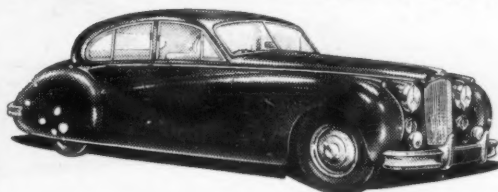
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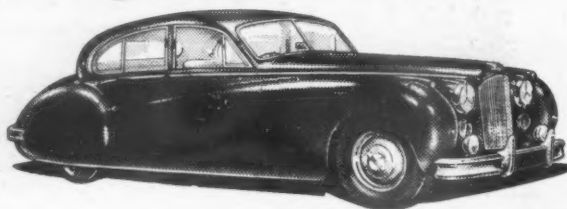
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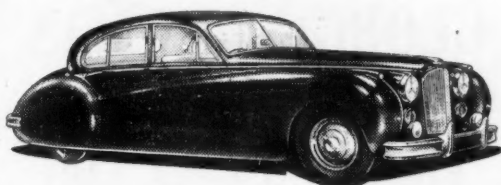
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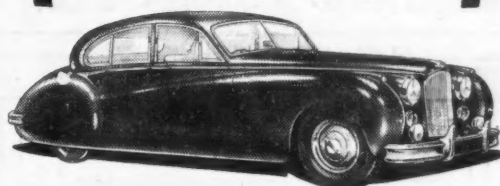
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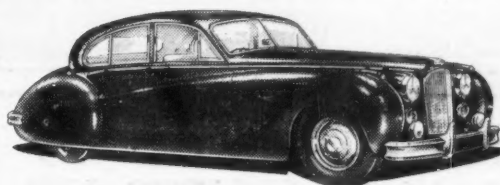
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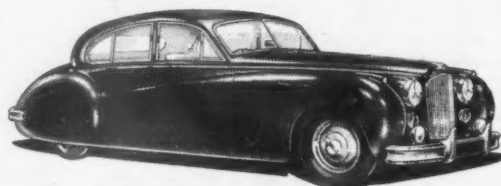
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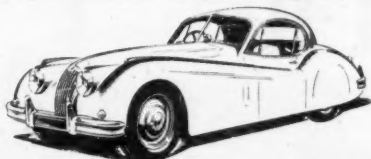
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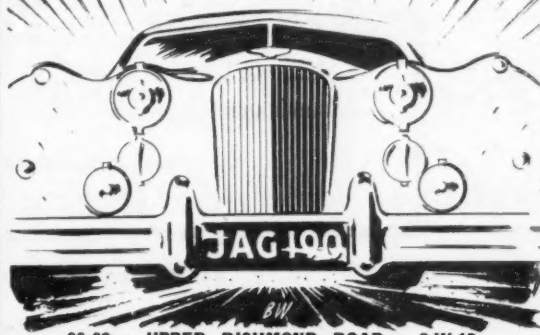
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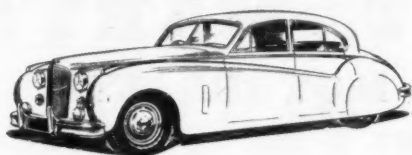
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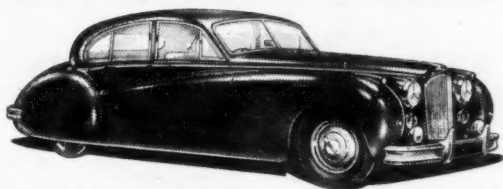
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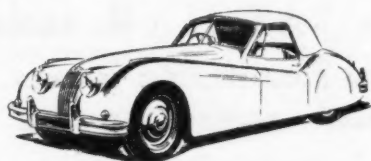
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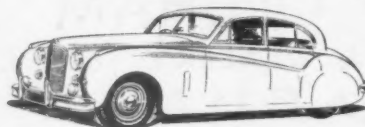
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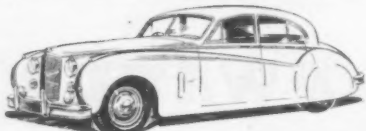
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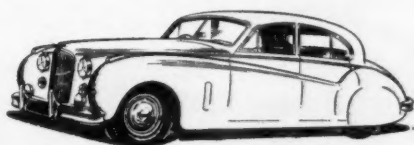
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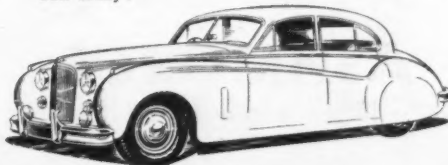
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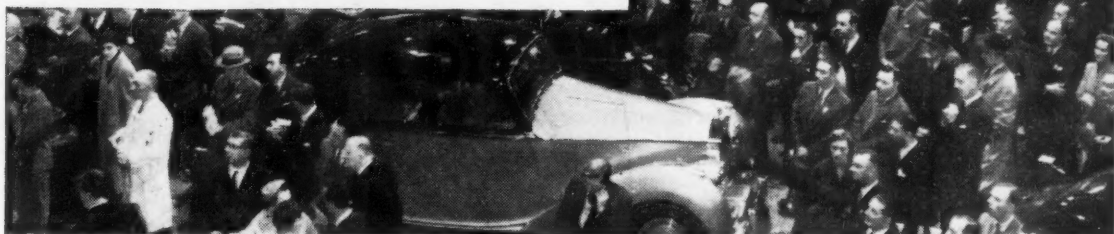
FOUNDED 1895

No. 3074

Friday, 29 October 1954

Vol. 101

LONDON SHOW REVIEW



DESIGN IN THE LEAD

THE overwhelming lesson to be learned on the ground floor at Earls Court is that car design has now a tremendous lead over the conditions in which the cars operate. The typical family saloon of today will cheerfully maintain 60 m.p.h. for as long as may be wished; it will accelerate from 0 to 30 m.p.h. in about eight seconds, and its brakes will stop it in 30ft from that speed. Its suspension is such that it will go round corners twice as fast as an observer might conjecture.

All these virtues conjure up a picture of a nation whose high standard of living embraces its personal transport. Here, it might be said, is civilization indeed. There can be no part of England more than two hours from the sea, and a Londoner may reach the mountain glories of the Highlands in seven hours. He may leave his work in the capital at 5.30 p.m. and drive himself to a seaside home in Brighton in less than an hour. He may motor from Glasgow to Edinburgh and back in an hour and a half and still leave himself time for a business call.

The reality of today is such that these hypotheses become pure fantasy. There are many motorists who have cut the seaside from their recreational trips because of the interminable hold-ups of the weekend journey; Highland visitors from the South of England must arrange for a halfway night stop or use the train. The businessman who commutes between the capital and a home even 30 miles away must reckon on a journey of over an hour, and the Glaswegian who wishes to drive to Edinburgh and back had better make a day of it.

The fault lies with the successive governments of this country. Wilfully and without compunction, they have filched the moneys that should have built Britain a road system without parallel. Callously, they permit the continuing result of their dereliction of duty to be a road casualty list of shocking proportions. Barefacedly, they lie their way out of their responsibility by deprecating the proved effect of modern roads in eliminating road accidents.

Viscount Montgomery, in opening the Show, seemed at pains to defend the Government point of view, and in so doing disappointed many of his hearers. From this man of great courage we should like to have heard the most scathing condemnation of inefficiency in high places ever uttered. Only by forthright speaking will the complacency of Westminster be disturbed and the products of a great motor industry be permitted a road system that will enable them to show their true worth.

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The Trend of DESIGN



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There is an increasing trend towards the use of integral construction particularly for the medium-sized quantity-produced car, and in place of a chassis housing the main mechanical components, three basic units—the complete front suspension, the rear suspension together with the final drive, and the power unit and transmission—are all attached to the integral construction body shell.

The London Show Signalizes the End of the Car Manufacturing Year and the Beginning of the Next. The Juncture is Appropriate for a Summary of Design Trends as Revealed by the Show and on these and the following pages this Annual Summary Appears. It has Been a Year of Steady but Not Rapid Advance, Though One or Two New Developments Lead to Exciting Speculation as Regards the Future

ONCE more the automobile shows which take place throughout the world are over for this year, and it is time to take stock of what has been displayed in order to analyse the changes in vehicle design that have been taking place and can be expected to take place in the future. The present is a particularly interesting period in the automobile industry, because new models which were produced quite soon after the end of World War II are now gradually being replaced by new models designed to set the fashion for the next five years or so.

Naturally this change will not be evident on every make of car in any one year, as this would present an impossible production situation, particularly for the quantity-produced cars built in this country; a relatively small number of separate manufacturers are capable of producing pressed steel bodies. Nor can it be expected that a complete change of design will appear at intervals of less than five years on any car that is produced in quantity, owing to the money that must be sunk in the production of tools. This can be economically offset only by a relatively long manufacturing run.

Trends of design are, of necessity, considerably influenced by the country of origin of a particular group of cars. This is logical. The producing company will naturally have a much more intimate contact with the customers of its home market than those of some far-off country. There is, therefore, a tendency, particularly in this country, to cater more directly for the home market customer by the production of smaller cars; for example, vehicles in the 1½-litre class which, a few years ago, were represented by only one or two models, are now to be found in ever-increasing quantity on the roads.

This trend towards the increased production of small and compact vehicles can be seen to some degree on the Continent; in the United States of America, on the other hand, the picture is different, and engine performance is being increased at regular intervals. Yet even in America the city parking problems may ultimately influence the size of car in favour of something more compact. At present this influence is shown by ownership of a smaller second car, usually built on this side of the Atlantic.

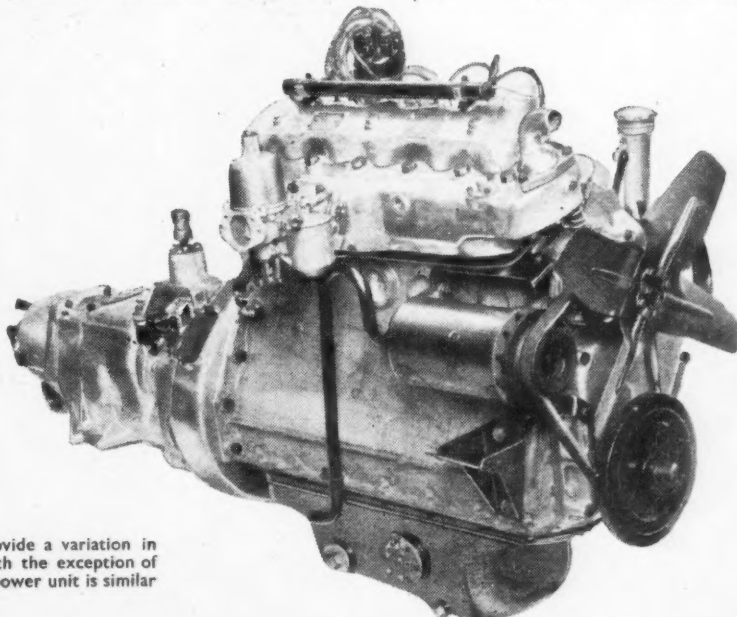
In this country the in-line four- or six-cylinder power unit still represents the bulk of production. Amongst the large producers there is a tendency to provide two

engine sizes by producing a four- or six-cylinder power unit having uniform cylinder sizes, and although this method provides a quite satisfactory solution, there are indications that it may be superseded by the use of four- or six-cylinder power units which have their capacity varied by altering the throw of the crankshaft and thus the length of the stroke. This solution would be particularly simple where there is an existing six-cylinder engine of large capacity with a long stroke.

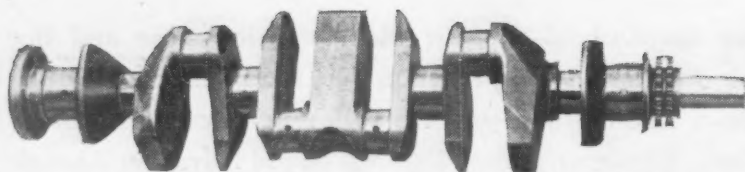
There are many advantages to this scheme, particularly when two engine sizes are offered in what is basically the same body-sized car, as the slight increase in length resulting from the use of a six-cylinder in place of a four-cylinder engine does not result in difficult installation problems. Further, by utilizing what are basically the same designs for items such as camshaft, cylinder head, valve gear, and so forth, production costs might easily be reduced, for although the larger engine will have a larger number of working parts—for example, twelve valves instead of eight—the ability to increase the number of units of any one kind, as opposed to splitting production between two different types of components, should result in saving. In a similar way, although it might be thought desirable to reduce the height of the crankcase in proportion to the reduction in stroke, the cylinder bore centres and all other machining might be identical. This, again, would result in considerable economies in production.

Detail development work on the orthodox power unit can be divided into two parts:

1. Mechanical, which involves making certain that the various components are strong enough to withstand the loading to which they are subjected and that they



An example of two crankshafts used to provide a variation in capacity on a basic engine is the Rover. With the exception of the crankshaft and connecting rods the 75 power unit is similar to that of the 90.



Oil is fed to the big ends at a point around the bearing so that it reduces the effect of centrifugal force on the oil, and reduces the oil requirements of an engine at high speed.

also provide the desired degree of reliability; and
2. Obtaining the highest possible return in terms of power output for a given amount of fuel and a given size of engine.

Mechanical components will be considered as those below the cylinder head. The most important single item is the crankshaft. For the four-cylinder engine a normal three-bearing crankshaft with integral balance weights is, of course, the order of the day. For the six-cylinder power unit there are still many examples of the four-bearing shaft, although on engines with really high outputs a seven-bearing shaft is used. The standard practice is to support the bearings on quickly detachable steel-backed white metal bearings; but where journal size is limited, or where a sports engine has been developed from an existing touring car unit, the use of tri-metal bearings of indium-coated lead-bronze in place of a normal white-metal provides a beneficial alternative. When this type of bearing is used, nitride hardening of the bearing surfaces is usually desirable.

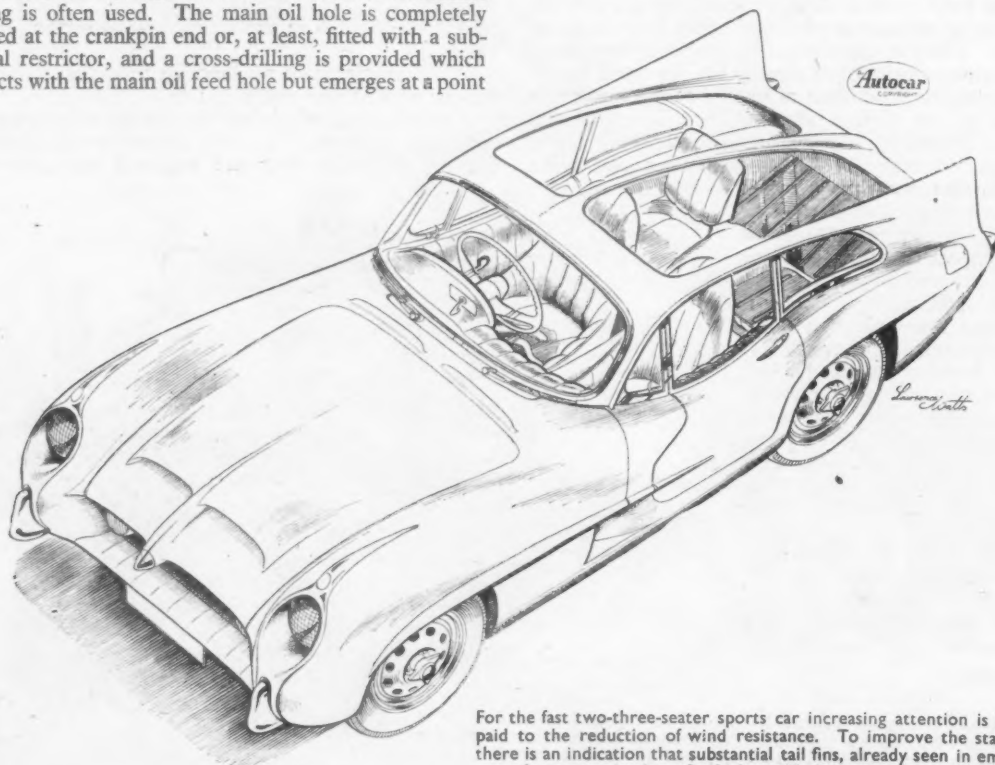
In the high-speed engine, the conventional arrangement of crankshaft drilling, which is simply boring a diagonal hole through from the main bearing to the crankpin, often leaves something to be desired because of the centrifugal action on the oil at high rotational speeds. To overcome the combined effect of six of these drillings, for example, all acting as centrifugal pumps, requires an extremely large capacity main oil pump. To avoid this undesirable state of affairs a modified form of crankshaft drilling is often used. The main oil hole is completely plugged at the crankpin end or, at least, fitted with a substantial restrictor, and a cross-drilling is provided which connects with the main oil feed hole but emerges at a point

THE TREND OF DESIGN

on the crankshaft at a smaller radius than that which would obtain with a conventional system of drilling. This arrangement not only reduces the oil requirements of a power unit at high speeds, but can also be made to provide a centrifugal sludge trap to prevent foreign matter coming into contact with the actual big end bearing surfaces.

The problems of oil consumption and wear apply forcibly to pistons and cylinder bores. Here opinion is divided as to the relative merits of the various combinations of piston rings and bore materials that are available. The detachable wet liner is favoured by some manufacturers because it simplifies casting problems; the top part of a wet-linered cylinder block is virtually a hollow box instead of a complicated casting of cylinder bores and water jackets. The use of wet liners can simplify servicing, as it is necessary only to replace the liners and not to rebore the cylinder block; further, the liners can be produced from a higher quality material, more resistant to wear, without the need for producing the complete cylinder block from such unnecessarily expensive material. On the other hand, if the cylinder block is formed from a one-piece casting, as opposed to wet liners, the casting itself may be more rigid and thus less likely to suffer from the effects of distortion.

Much development work has been and still is in pro-



For the fast two-three-seater sports car increasing attention is being paid to the reduction of wind resistance. To improve the stability there is an indication that substantial tail fins, already seen in embryo form on a number of vehicles, will play an important part.

gress on piston ring design. There are three main problems involved: preventing the gas from escaping past the rings (usually known as "blow-by"); preventing the lubricating oil from getting up past the piston into the combustion chamber; and preventing the rings that perform these functions from causing excessive bore wear.

continued

The problem is a complex one. Although the use of hard chromium plating, particularly on the top piston ring, will often considerably reduce bore wear, the use of this hard material may complicate the bedding-in processes between ring and bore, with the result that the oil consumption may be excessive because the rings are taking very much longer to bed in than those that are not plated. One successful method of overcoming "blow-by" is the use of pressure-backed rings; these are L-shaped in cross-section and the principle is that the pressure in the combustion chamber tends to force the ring out against the sides of the piston, thereby improving the sealing.

Above the cylinder head gasket, design is by no means static, although it might appear so to the casual observer. The ever-increasing availability of high-octane fuels has resulted in a steady increase in compression ratios and in the replacement of side-valve engines by those with valves in the cylinder head. This has enabled more compact combustion chambers to be produced without resorting to a complicated shape of piston crown.

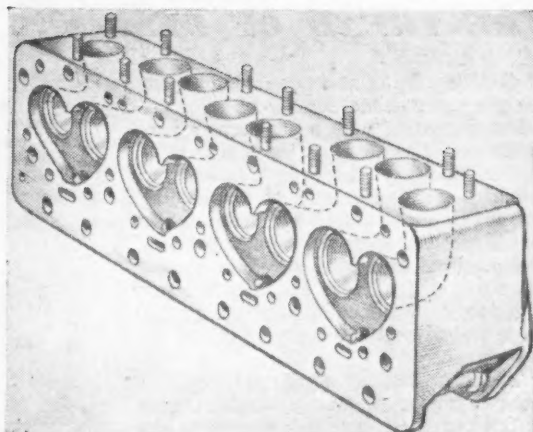
Combustion Chamber Shape

Where high specific outputs are required, hemispherical combustion chambers with inclined overhead valves provide a most satisfactory method of obtaining these, particularly if the valves are operated by twin overhead camshafts. As an alternative to this layout it is possible to operate the valves by a single high-mounted camshaft with push-rods and separate rocker shafts for inlet and exhaust valves; examples of this layout are to be found in this country, in France and also in the United States. The result is satisfactory, although if the ultimate power output is required, the reduction of the reciprocating masses by the use of camshafts operating the valve via only an inverted tappet must be considered essential.

Amongst the main volume of quantity-production overhead-valve engines in this country, a single side camshaft, valves placed in line with the head, and a form of inverted "bath tub" combustion chamber are still widely used, but here, also, examination reveals that power outputs are on the increase. The increase has been obtained without, apparently, modifying the main design to any very marked degree; however, closer examination still will show that a considerable amount of detail modification has been made to valve sizes and port shapes, compression ratios and manifolding.

Although in the past it has often been thought that the most important thing is to get the ingoing mixture charge into the cylinder and to let the exhaust more or less find its own way out, a considerable amount of attention is now being given to exhaust systems. In a number of cases the single-port head is being used in place of a design using (with a four-cylinder layout) siamesed ports for the inlet valves and a centre pair of exhaust valves. Sometimes this arrangement of separate ports is continued out from the cylinder head, either to twin exhaust pipes or via a manifold in which the centre pair and outer pair of pipes are brought together, later to converge into one pipe.

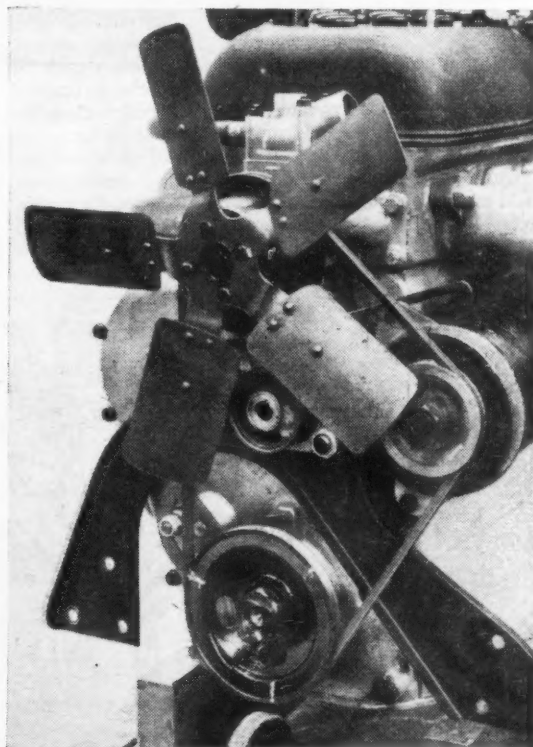
On the induction side of the in-line engine the horizontal choke carburettor is very widely used when maximum per-



To improve the power output from overhead-valve engines of orthodox design much attention is being given to the layout of the porting, and there is a trend towards the use of separate ports for both inlet and exhaust, in place of siamesed ports for each pair of inlet valves and the centre pair of exhaust valves.

formance is required. It reduces to a minimum the number of right-angle turns which the ingoing charge has to make between carburettor and combustion chamber, particularly if twin-choke carburettors are used. A side-draught carburettor may reduce the overall height of the power unit, an important factor when it is so desirable to reduce the bonnet height as much as possible.

For the small touring car a single downdraught carburettor is often favoured. Here the problem is not one



The small section fan belt which has been used in the United States for some time is becoming popular in this country.

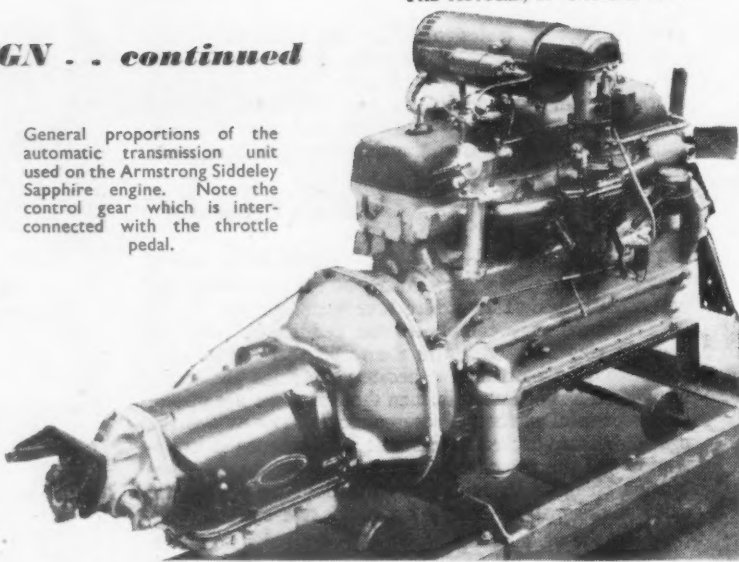
THE TREND OF DESIGN . . continued

of obtaining the utmost power output, but the greatest possible number of miles per gallon consistent with a satisfactory performance. This being so, the gain in volumetric efficiency that can result from reducing the temperature of the ingoing charge, by using a cold air intake to the carburettor and insulating both carburettor and manifold from heat, may take second place to a design which utilizes a hot spot to reduce the warming-up period to a minimum and to enable the engine to run on weak mixtures.

To look further ahead, development work continues on the gas turbine engine in this country (where this type of power unit was pioneered), on the Continent and in the United States. Yet although the gas turbine car as a quantity-production vehicle may be in the picture of the distant future, it is generally agreed that it is not just around the corner. To justify itself a gas turbine-engined vehicle must do everything that a piston-engined car will do and do it a lot better. At the moment development work on piston engines is by no means finished, and new possibilities for improving the efficiency of this type of power unit set the field for much development work in the future. One particularly interesting possibility was discussed by Professor J. J. Broeze (Director of the Royal Dutch Shell Laboratory) in a Paper presented to the Automobile Division of the Institution of Mechanical Engineers in Coventry earlier this month.

This consisted of designing an engine so that it would use more air and less fuel and thereby enable a four-stroke petrol engine to return specific fuel consumptions approaching those obtainable on a compression ignition engine. In this unit, known as a stratified-charge engine, the cylinder head is provided with an ignition chamber adjacent to the main combustion space (the layout being similar to that used on some diesel engines), the idea being to produce a mixture strength in the ignition chamber that would meet the requirements for combustion, and a weaker mixture in the main combustion space. The increase in

General proportions of the automatic transmission unit used on the Armstrong Siddeley Sapphire engine. Note the control gear which is interconnected with the throttle pedal.



mixture strength in the ignition chamber would be provided by a fuel injector, the main intake entering via a carburettor.

Yet another possibility is a type of engine that is midway between a piston engine and a gas turbine. It consists of a "free-piston" engine producing gas that is expanded in either a radial reciprocating converter or a gas turbine. The free-piston engine is not a new idea; it has been developed in France by Pascara during the last 20 years and is used to provide power for marine and locomotive propulsion, as well as for power stations and in small generator units to drive pneumatic tools. Basically, it is an opposed piston two-stroke compression ignition unit. There is no crankshaft, and therefore no flywheel inertia to return the pistons as on a normal type of power unit. Instead, they are returned by air pressure, operating pistons in cushioning cylinders which are larger in diameter than those of the main power cylinder.

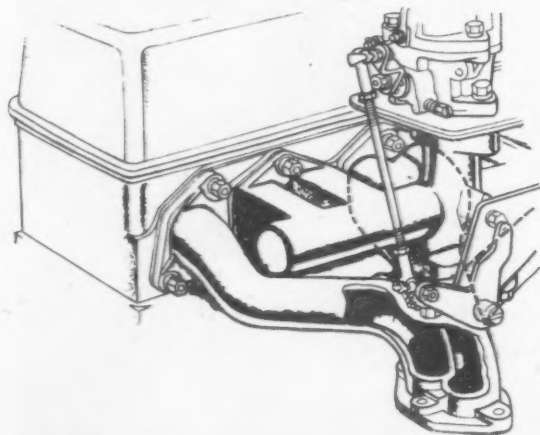
Low Gas Temperatures

The gas generated by this unit can be expanded, as previously stated, in a turbine, and compared with normal gas turbines this system has two potential advantages: it operates on the high compression ratios associated with the compression ignition engine, yet the turbine-operating gas is at a much lower temperature than that of a straight gas turbine. Consequently the metallurgical problems in actual turbine construction are considerably simplified.

Attractive as any of these systems may seem, it cannot be too strongly emphasized that any new form of power unit must show an improvement over the conventional engine.

There is still much controversy regarding the most suitable mechanism for transmitting the drive from the engine to the rear axle and providing a smooth take-up from rest.

In America, automatic transmission in two main types is very widely used, but in Europe, although this form of transmission is very much under discussion, it is not yet found on the bulk of quantity-production vehicles. It is interesting to reflect that the American vehicle, with its large engine and very good power to weight ratio, is really in very much less need of automatic transmission than the small European car where, in most cases, frequent use of the gear box is necessary in order to make the vehicle perform well. There is little doubt that the conventional type of transmission, consisting of a pedal-operated single dry-plate clutch and four-speed synchromesh gear box, will have to fight very hard indeed if it is to survive.



To obtain the maximum advantage from separate porting, the exhaust manifold is sometimes arranged so that numbers one and four, and numbers two and three exhaust ports are coupled to two separate branches; the flange at the exhaust pipe junction is thus of a figure-of-eight section.

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THE TREND OF DESIGN... continued

The reasons for changing to an automatic or semi-automatic type of drive differ to some degree, depending on the type of use to which the car is put. But one of the main reasons for looking to a different form of transmission is to eliminate the use of a pedal-operated clutch, which requires a large amount of manual labour.

One of the problems, then, is to provide some form of clutch which will provide an automatic take-up from rest as engine speed is increased, with a corresponding disengagement of the drive to prevent the engine from stalling when the vehicle is brought to rest. The second requirement, if torque multiplication is to be provided by a system of gearing, is a means of disconnecting the drive when a change in ratio is made. Now, although these requirements may sound elementary, in practice they are often quite difficult to provide for, and a number of units operating on widely differing principles are at present being developed.

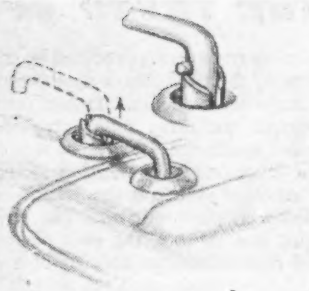
Marriage of Convenience

Two of the best known, which meet a part of the requirement, are used in connection with a preselective type of gear box; they are the centrifugally operated clutch and the fluid flywheel. But in both cases these devices provide only a smooth take-up from rest as engine speed is increased, and a corresponding disengagement when engine speed is reduced. The other requirement, that of disconnecting the drive to permit gear changing at speeds when the coupling is engaged, is catered for by the brake bands in the preselective transmission. Although this system provides a measure of two-pedal control in take-up from rest and when operating in dense traffic, the clutch pedal is replaced by another, a gear-changing pedal, and in order to change from one ratio to another it is necessary to go through two operations: preselecting the gear and then changing it by depression of the pedal. Consequently these two forms of drive do not, by themselves, result in two-pedal control, which is one of the main objects of present-day automatic transmission design.

It is possible to elaborate on a transmission unit such as fluid flywheel and preselective gear box, arranging for the brake bands to be applied hydraulically. It is possible for the ratios to be changed automatically within a predetermined range of conditions, and this, of course, is the basic principle of operation of one of the most famous forms of automatic transmission, General Motors' Hydra-Matic, of which very large numbers have been produced. In this country transmissions of a similar type are fitted to at least three makes of car.

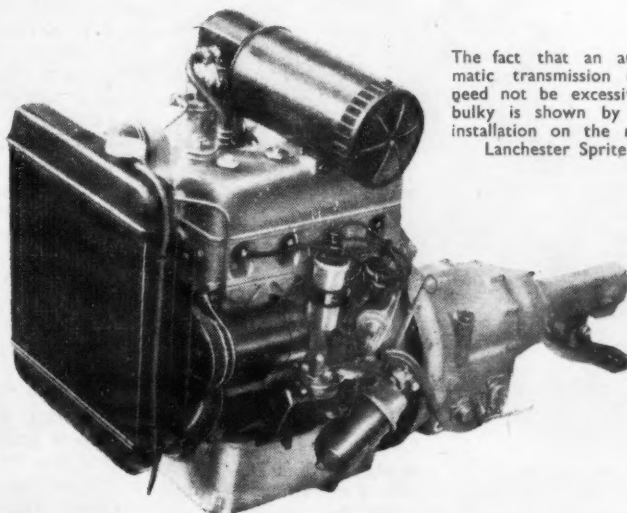
The Hydra-Matic type of transmission consists of a fluid coupling and an epicyclic gear box, the point being that the coupling is provided only to give a smooth take-up from rest and a corresponding disengagement when engine speed is reduced. The other generally used type of automatic transmission utilizes a fluid torque converter which, as well as providing a smooth take-up, also automatically provides a measure of torque multiplication. Consequently the geared transmission used in conjunction with it may have a smaller number of ratios.

After stabilizing design for a number of years the remote control bonnet catch is often replaced by a direct operated latch, particularly on sports cars which cannot be completely locked.



Various transmissions operating on this principle have been in production for a number of years and they provide quite satisfactory results on the type of car to which they are fitted. This is an important point, because the power-to-weight ratios provided on American production cars generally enable them to be driven for a very large part of their time in the equivalent of top gear; consequently any inefficiency in transmission that may occur in the indirect ratios is not as noticeable as it would be in a vehicle in which gear changing is required much more frequently. This applies particularly to torque converters, where it is necessary to fit a cooling system to prevent the oil of the fluid coupling from becoming overheated. Petrol that is converted to waste heat is power lost.

For the smaller European car the designer is faced with the problem of providing a form of transmission that is compact and light in weight, and that will not adversely affect the fuel consumption obtained with a manual transmission in a given set of operating conditions. With this in mind, there has been a tendency to think first in terms of replacing the clutch by a unit that provides automatic engagement and disengagement, but which can be used in conjunction with a two-shaft gear box as opposed to an epicyclic box. But if this is done a simple centrifugally operated clutch or a fluid flywheel cannot be used because of their inability to release the drive, when required to permit the change from gear to gear to be made. It is possible, however, to use a modified form of centrifugal clutch with an overriding control to permit gear changing. This forms the basis of the Manumatic system developed by Automotive Products, of Leamington Spa. On this system a normal



The fact that an automatic transmission unit need not be excessively bulky is shown by the installation on the new Lanchester Sprite.

THE TREND OF DESIGN... continued

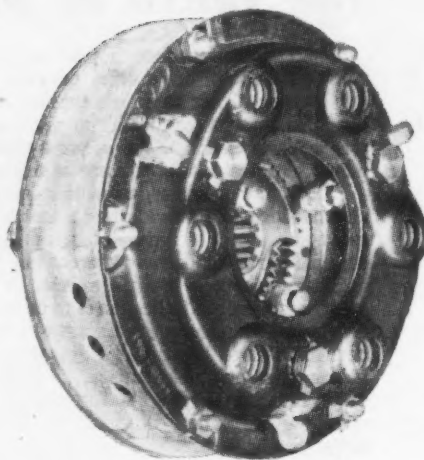
take-up from rest is provided by the centrifugally operated clutch; there is also a mechanism coupled to the gear-change lever so that the first operation of the lever disengages the drive by a servo-operated mechanism. In order to change gear, then, it is necessary only to move the lever from one position to the next.

Another system is the Smiths-Eaton clutch. This is an electro-magnetic drive. The driving member contains what are, in fact, the pole pieces of an electro-magnet; the driven member consists of a disc, the flanged end of which passes through the air gap between the poles. Inside this sealed unit is placed a quantity of magnetic powder. When the field coils are energized the powder is drawn into the air gap, completely filling it, arresting the disc and thus forming a drive; when it is desired to release the drive the electric circuit to the magnets is broken. This system can be arranged to provide a smooth take-up from rest, and the addition of a switch built into the gear lever disengages the drive during the initial movement of the lever when a gear change is made.

Another system, recently introduced as a standard production feature on a new British car of under 2-litre capacity, fulfils many of the requirements previously mentioned and is also compact and light in weight. It is the Hobbs transmission and in this application hydraulically operated friction clutches are used to provide take-up from rest, while in place of bands to hold the reaction members of the planetary gear train, hydraulically engaged disc brakes are used. The mechanism is arranged with a selector lever enabling gear changing to be controlled either manually or automatically, depending upon the position which the selector lever occupies.

Automatic transmission then, even for the smaller type of European car, is gradually making its presence felt; yet it is likely to be some time before it is universally accepted. In the meantime there is an increasing trend towards the use of an overdrive transmission in conjunction with a normal synchromesh gear box. Overdrive can be arranged for either manual or automatic engagement, and although it may not increase the performance of the car (unless its use is coupled with a change in axle ratio to produce improved acceleration when overdrive is not

Although the single dry-plate clutch is used as standard on a very large number of cars, with very high power outputs it is sometimes necessary to use a multi-plate clutch like this one from the "D" Type Jaguar.



engaged) its use will, of course, permit high cruising speeds at low engine speeds.

Although the primary transmission units (those between the engine and the propeller-shaft) are subject to much thought and development work, the secondary part of the transmission, consisting of the final drive, has by no means been neglected. Outwardly, however, it is true to say that there has been very little change, and a final drive unit of the Hotchkiss type, consisting of a live axle attached to the chassis by leaf springs, provides a very simple, cheap and effective drive unit and rear suspension.

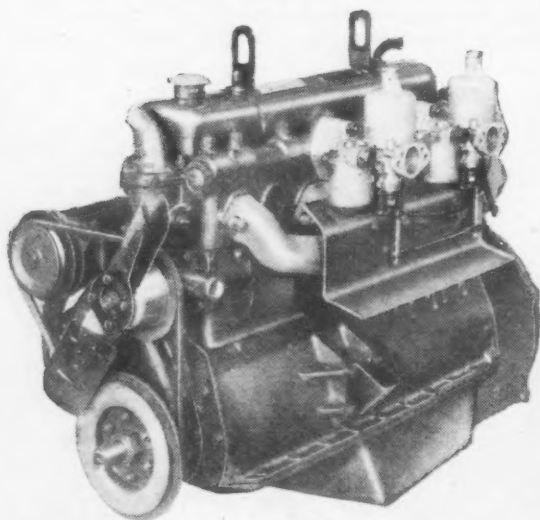
Hypoid Bevels

Of recent years there has been an increasing trend towards the use of hypoid gearing in place of a normal spiral bevel; this has enabled the propeller-shaft line to be lowered, with a consequent reduction in tunnel height, particularly in the rear compartment. At the same time the use of this type of gearing, in conjunction with the special lubricants that it requires, has resulted in more compact and quieter axle units. The change has not been without its problems. Apart from the special lubricants that can withstand the combined rolling and sliding action which takes place between the teeth of this type of gearing, bearings and their casings have had to be improved and both the pinion shaft and differential casing bearings have had to be preloaded.

For the sports car, particularly when designed for competition work, the trend is to use a normal spiral bevel; in this case propeller-shaft height is often less important, particularly if the axle unit is mounted directly in the frame and is not part of the unsprung mass. But even more important is the fact that, in order to satisfy the requirements of various types of competition work, a range of final drive ratios is often required, and the cost of the necessary tooling required to produce a range of hypoid gearing would be, in most cases, prohibitive.

In future, further development work may be required on the layout of the half-shaft and wheel bearings if disc brakes are used in place of drum brakes for the rear wheels, in order to prevent the disc from "running out" owing to the bending that may take place in the half-shaft during cornering.

As cars become lighter and more powerful, the reduction of unsprung weight becomes increasingly important, and it is this factor which makes designers cast a critical eye on the conventional rear axle layout which has given very satisfactory service for many years. Various systems



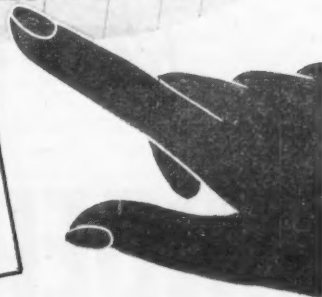
To permit the power unit to be placed well forward the oil-carrying portion of the sump is placed to the rear of the new Wolseley engine.

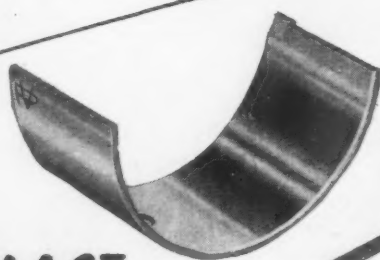
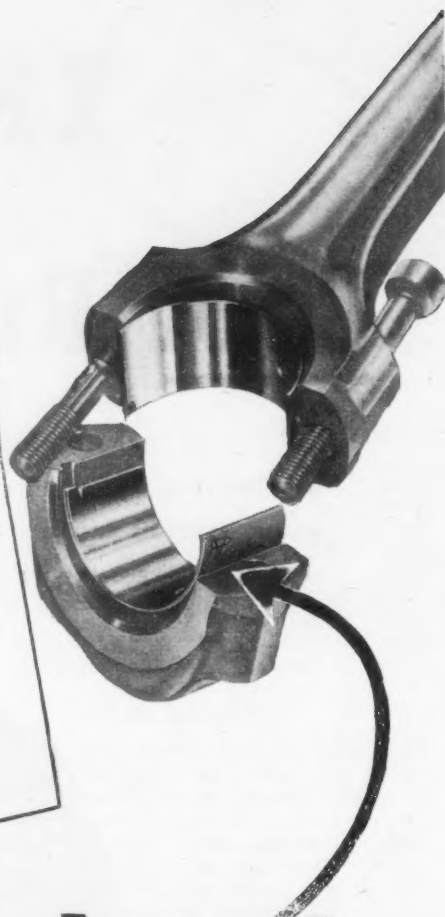
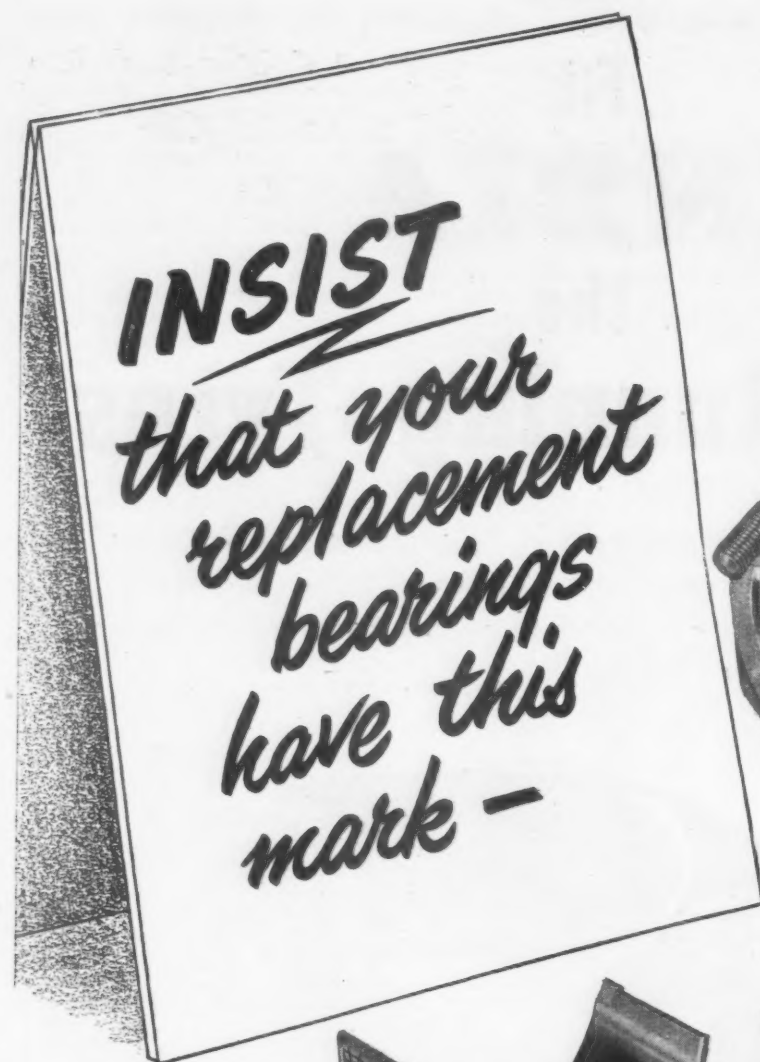
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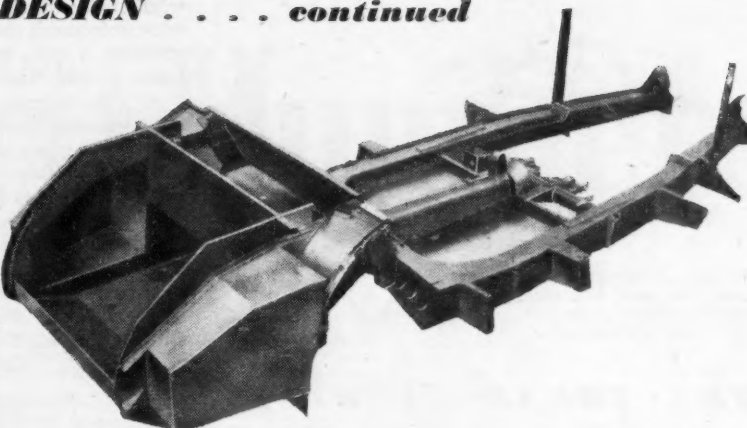
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THE TREND OF DESIGN . . . continued

Amongst the limited production specialist cars there is still a tendency to use separate chassis frames although the chassis frame for the Bristol 405 has the floor member and part of the rear body structure built on to the basic frame unit.



have been tried. They can be divided into two groups: fully independent rear suspension, and the non-independent layout where the rear wheels are joined together but the final drive unit and, in some cases, the rear brakes, form part of the sprung mass. Both of these systems are, generally speaking, more complicated and therefore more costly, owing to the greater number of moving parts, than in a conventional layout, but they do show a considerable reduction in unsprung weight.

Of the fully independent rear suspensions perhaps the swing axle is the type that may offer a simple method, but although this is in production on some low-powered cars and has, in fact, been used on Grand Prix cars, it is often found to have undesirable handling qualities, particularly if large wheel movements are permitted. To overcome these disadvantages and yet reduce the unsprung weight, there is a trend towards employing the de Dion type axle. This layout is by no means new, but it does provide an extremely useful compromise. The rear wheels are coupled by a light beam so that they move together in a similar way to those at either end of the conventional live axle, but the final drive unit is mounted so that it is part of the sprung mass, the drive to the wheels being by short shafts with universal joints. The axle beam can be supported by leaf springs, or other forms of springing can be used, in which case additional links will be required to locate the beam. These may take the form of radius arms or links, to provide fore and aft location; and a central slider block or a Panhard rod to provide transverse location. A Panhard rod, of course, is often used for the same purpose in conjunction with other types of suspension and final drive, but on the very high speed car it may produce undesirable effects because the rod is not of infinite length; if a bumpy road is traversed at high speed the variation

in angularity of the rod may tend to produce slight snaking.

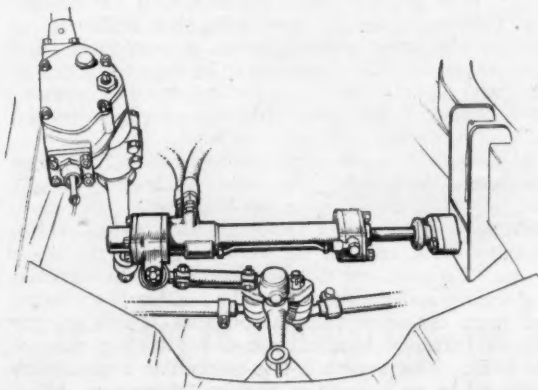
It may appear curious that, although independent suspension of the front wheels is now almost universal, an independent layout for the rear is very seldom adopted. But the fundamental reasons for using independent suspension at the front are quite different from those which promote its use for the rear wheels. The front wheels are mounted on swivel pins so that they can be steered, and if both front wheels are connected together by a beam, as they were in the one-time standard non-independent front suspension, the mechanism would be subject to a phenomenon known as the "shimmy cycle" which is particularly unpleasant and is aggravated by the use of the soft suspension systems which are desirable to provide a comfortable ride. Although the movement of the rear wheels under roll can influence the steering characteristics of the car, they are not mounted on king pins and so are not susceptible to the "shimmy cycle."

Popular Wishbones

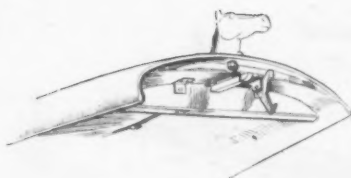
Of the various types of independent front suspension that are available, the long and short wishbone layout, in conjunction with a coil spring to support the weight of the car, is by far the most common. It is simple to produce and the complete suspension unit can be built up as a sub-assembly and attached to the forward structure of an integral body. Perhaps one disadvantage to the layout is the position of the spring because, if it is placed part of the way along the lower wishbone, it is necessary to use a spring with a rate considerably higher than the desired wheel rate owing to the leverage ratio. With this in mind, some manufacturers have placed the spring as close to the wheel as possible so that the spring rate is almost identical to the wheel rate.

As an alternative to the helical coil spring there is a trend towards the use of straight torsion bars, particularly among some of the faster sports cars, and even for some of the medium-priced saloon cars as well as at least one American model.

In vehicle design one thing is very much bound up with another, and the use of independent front suspension has permitted a complete revision of the layout of the entire front end of a car. It has enabled the engine to be moved forward. This revision has not only improved the handling characteristics but also increased the carrying capacity of the car in terms of both passengers and luggage. Also, incidentally, forward visibility and streamlining have been improved by this simple measure of removing the beam which at one time coupled the two front wheels. The static space taken by the beam has become available, and (this



This power steering consists of a double-acting piston unit; the outer end of the piston rod is attached to a reaction point on the frame. The system uses an engine-driven pump.



The use of Fibreglass for bonnet panels can result in a reduction of noise. Catch and hinges are mounted on reinforcements.



THE TREND OF DESIGN . . . continued

is more important) it becomes unnecessary to provide the large amount of clearance from full bump to full rebound that would be necessary on a car with a soft suspension.

This general forward movement of the engine has in some cases simplified the steering problem and enabled a rack and pinion layout to be used in place of a complicated system of rods and levers. It has been possible to place the steering unit to the rear of the power unit also; the steering column angle becomes more comfortable, and there is very much less chance of the steering column being pushed back into the unfortunate driver.

Power steering, originally designed to assist the parking problems of large cars, is available on a number of American models but so far has not been offered as original equipment in this country; there is little justification for its use on the smaller type of car popular on this side of the Atlantic.

By the use of a forward-mounted engine directional stability is improved. For a car to be directionally stable it must have a degree of understeer, and this must be maintained regardless of the degree of loading—that is, the number of passengers carried or the amount of luggage or fuel that is in the rear of the car. This is a simple and fundamental requirement that was appreciated many years ago by ancient warriors and the manufacturers of their spears, although in the more recent past it has been overlooked from time to time by some car manufacturers. There is no justification whatsoever for producing an oversteering car.

Within the Wheelbase

By placing the engine well to the front of the car, with a corresponding forward shift of the front seats, the rear seats can be placed farther forward so that they are not over the back wheels, with the result that the variation in loading brought about by the addition of the rear passengers will be distributed between the front and rear wheels, and not carried by the rear wheels only. This happens if the centre of gravity of the rear passengers coincides with the rear wheel centre line. If the rear passenger loading occurs to the rear of the rear wheel centre line the load is reduced on the front wheels. By avoiding these contingencies the carrying capacity can be increased and the change in handling qualities caused by a change in weight distribution can be reduced to a minimum.

These, then, are some of the main reasons for the general trend towards forward engine mounting; in addition, front seats and windscreen can be placed nearer to the front of the car so that the vehicle will more nearly approach the aerodynamic ideal. For practical reasons it is doubtful

whether the average passenger car will become very much more streamlined during the next few years, although much attention is being given to improving directional stability under various conditions of wind loading.

As a car becomes faster and also lighter it is more likely to be influenced by wind pressures. Reducing overall drag improves the general efficiency, but it is also necessary to prevent instability brought about by the action of a cross wind. Change in handling characteristics brought about by wind pressure is affected by the position of the centre of pressure; in general terms, when the vehicle becomes streamlined there is a tendency for the centre of pressure to move forward, so that in an intermittent cross wind the effect on the car tends to produce instability unless tail fins are provided at the rear.

Already substantial fins are fitted to the D-type Jaguar cars and on vehicles such as the Bristol 404 there are small ones. It is but a matter of time before they will appear even more noticeably on at least the faster production sports saloon cars. Already what can be described as embryo fins are to be found on a large number of the more recent post-war vehicles. The use of fins does, of course, obstruct all-round visibility.

The improvement in engine performance, together with the reduction of air drag, means that cars attain higher speeds and receive relatively little retardation from wind resistance, when the driver lifts his throttle foot. Consequently, year by year, the problems to be solved by the brake manufacturer become more acute, although it is true that the reduction in all-up weight—a very necessary step in providing good all-round performance—will mean that there is a reduction in the actual mass that must be retarded. Nevertheless, on a large number of cars now in series production, brakes can be made to overheat in very strenuous driving conditions.

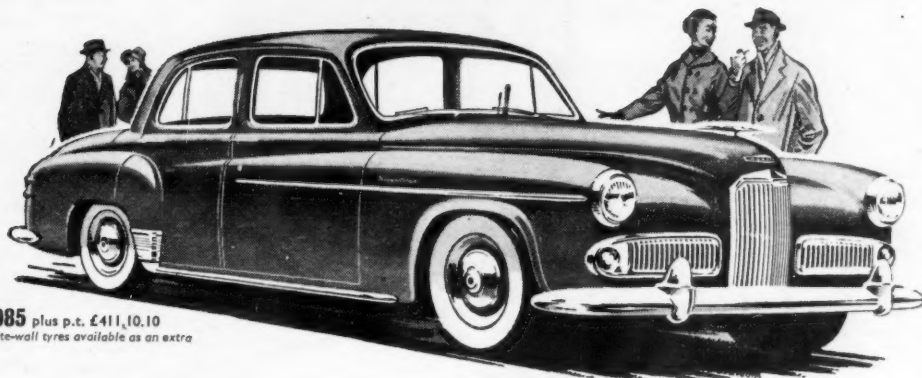
False Economy

The problem became more acute in the post-war era with the introduction of two-leading-shoe brakes for the front wheels and leading and trailing shoes at the rear. These replaced a previous arrangement of leading and trailing shoes for both front and rear drums, and whereas with the leading and trailing layout there was a tendency to use larger diameter drums at the front (to provide the correct front and rear brake distribution) it was thought that the introduction of two-leading-shoe brakes at the front would permit standardization of components, and thus enable the front drum size to be reduced to that of the rear. The distribution of braking was then provided by modifying the diameters of the operating cylinders and utilizing two leading shoes at the front.

Unfortunately this arrangement could not be considered completely successful. The increased loading on the front drums tended to aggravate brake fade, particularly with the introduction of full-width body styling which, in many cases, reduced the air flow around the brake drums. To overcome this disadvantage various alternative braking systems are used, and a number of the larger and more expensive vehicles produced in this country have two trailing shoes in place of two leading shoes at the front. This system is less susceptible to instability produced by an increase in working temperature, but it requires a much higher pedal pressure. This, in turn, is being reduced by the assistance of a servo motor.

Perhaps the best-known recent development in vehicle retardation is the disc brake; brakes of this type

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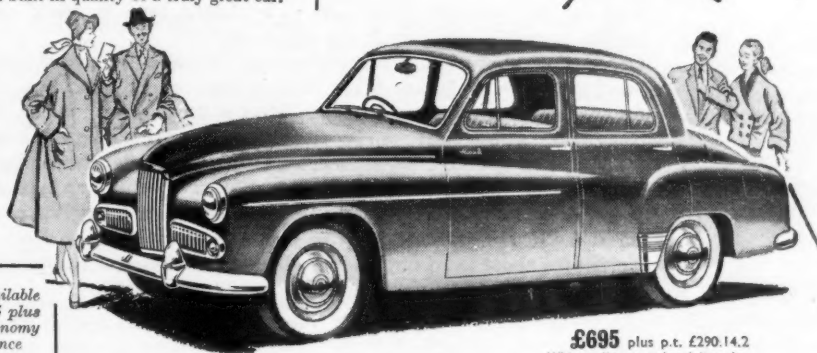
The most elegant of high performance cars bringing you the last word in motoring luxury. Foam soft seating, rich walnut fittings, innumerable refinements . . . all this and the famous Blue Riband engine giving exciting acceleration, effortless high speeds and a big margin for safety. Craftsman-built from bumper to bumper, the Super Snipe will give years of sustained performance and reliability.

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THE TREND OF DESIGN continued

Where the body shell does not form the main structural member there are several schools of thought as regards the type of framework. On the Bristol 404 most of the top of the body frame is built up from wood, but tubular framework, sheet metal and light alloy castings are favoured by Aston Martin.

have been fitted to Jaguar and Healey competition cars, but although both these cars have disc brakes of the same manufacture, the installations are quite different. The Jaguar cars use a system which has three pairs of pads for each front disc and two pairs for each rear disc; the Healey has only one pair of pads per disc. The Jaguar system is servo assisted by a Plessey pump driven from the rear of the transmission; no servo is used on the Healey layout. Development work is still being carried out on disc brakes by a number of manufacturers and there is little doubt that such brakes, possibly of the more simplified type used on the Healey, will be fitted to at least the larger or faster production cars of the future.

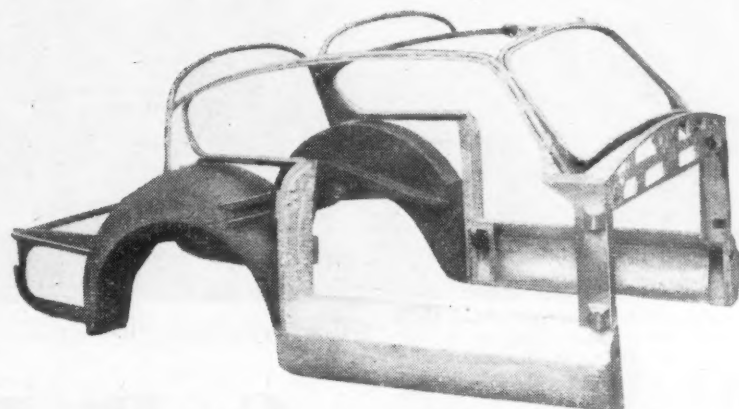
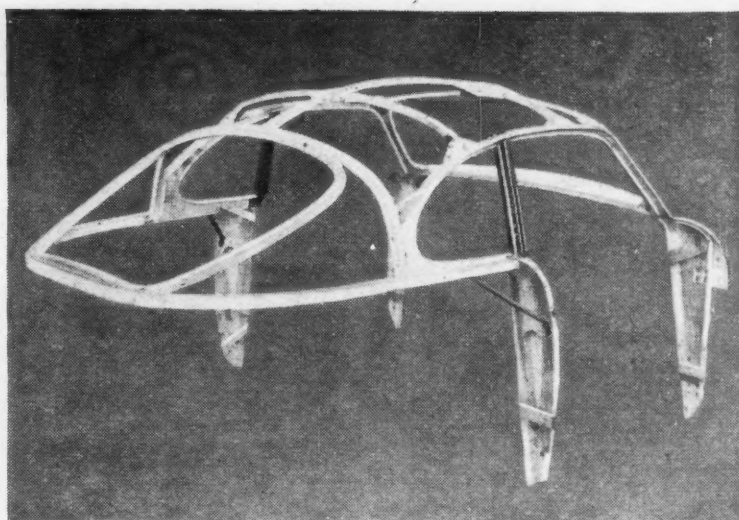
The most significant development in wheels and tyres is the introduction of tubeless tyres. Although these are not widely used at the moment, their self-sealing qualities make them a very attractive proposition. They may well lead to the abolition of a spare wheel.

Although the pressed-steel body is used for most quantity-produced cars, in the interests of weight saving there is a growing tendency towards the use of light alloy, and although its use is often restricted to items such as door panels, bonnet and locker lid on an otherwise all-steel body, there is every possibility that the pressed body of the future may contain more light alloy. In the past the use of this material has presented a number of problems, many of which have now been successfully overcome. One serious disadvantage was the difficulty of filling panels which had become accidentally damaged, but the development of new thermo-plastic filling materials has considerably assisted this.

Several Possibilities

Among the limited production vehicles it is necessary to produce the bodywork without the aid of a large number of costly press tools, and a number of different production methods are used by manufacturers. The upper body structure on a closed sports car offers several possibilities; one manufacturer favours laminated wood, while another uses a welded-up tubular structure.

The use of plastics of the resin-bonded glass fibre type has now reached the production stage, and in this country several manufacturers use this material for body panels; it is particularly useful for producing a detachable "hard top" for converting an open two-seater. There is still much scope for future development work with this material, and



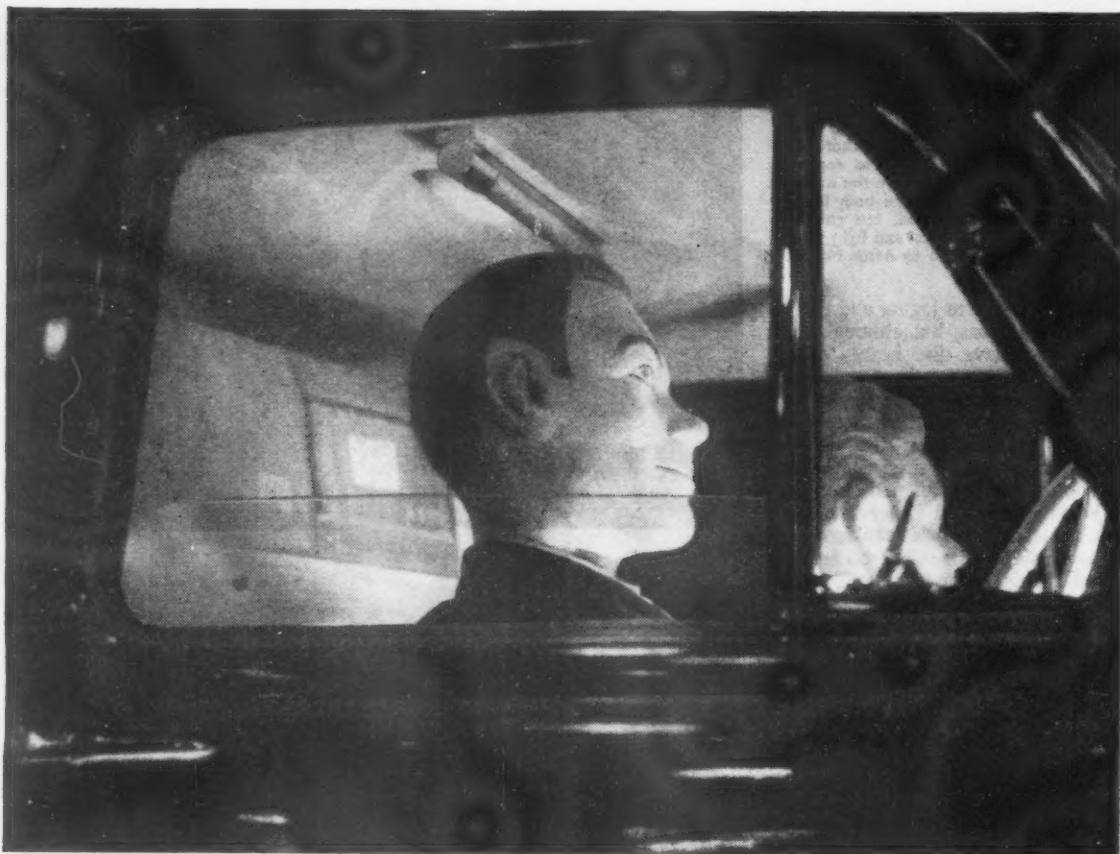
if it were possible in quantity production to impregnate the plastic with colouring material, and thereby eliminate the need for the present costly final finish paintwork, the material might be even more attractive.

At least one car on show this year has a complete body produced from resin-bonded glass fibre. It is true that the material is very attractive as regards freedom from rust and ease of repair in the event of accidental damage, but it is at present costly. Limited production cars, however, can be produced without the use of costly press tools, and at the same time much more cheaply than with a hand-built metal body.

In order to produce complete plastic bodies on a quantity-production basis a considerable amount of tooling-up would be necessary.

On most cars the amount of routine maintenance prescribed by the instruction book leaves a lot to be desired. Apart from the cost involved in lubricating the large number of grease nipples often found all over the underside of a car, the time taken to carry out this operation can result in a considerable reduction of possible running time for cars that cover large mileages. A few vehicles are provided with a form of automatic or one-shot chassis lubrication, and although this is much more convenient than the use of individual grease nipples, the only satisfactory solution is sealed bearings or lubricant reservoirs which require attention at only infrequent intervals. This type is successfully used by one manufacturer in this country.

JOHN RABSON.



"Grotesque figures pop up": Hillman Husky.

PERHAPS the keynote of the 1954 London Motor Show is provided by the delightfully absurd display of the carrying capacity of the Hillman Husky. Grotesque figures pop up in the front seats; equally grotesque figures—female this time, unchivalrous as it may be—pop up in the rear passenger seat, and in due course their place is taken by a crate which could obviously be loaded only through the wide opening rear doors of this type of vehicle. The onlookers look—and laugh. And you are suddenly aware that this year Earls Court is as gay as it has ever been.

There is every reason why it should be. This has been as prosperous a year for the motor industry as it has for anyone in Britain. Estimated production for the year is 750,000 cars, against 594,808 for 1953, and the Society of Motor Manufacturers and Traders reckon that by the end of the year 380,000 cars will have gone abroad, to the tune of £123,000,000. Nor is that all of the tale of triumph; parts and accessories have been exported in the first eight months of the year to the total of £58,155,807. And there are, of course, the commercial vehicles.

However, the ordinary Show visitor is not concerned with such figures,

C R I T I C

EBULLIENCE REFLECTS INDUSTRIAL BUOYANCY

although it is as well that he should remember that they are reflected in the amount of money in his pocket, and in the price of the product on the stand, which he intends to buy. For the tale of motor industry prosperity is the tale of Britain's prosperity. The leading export industry is bound to be a barometer, and not even the persisting dock strike (which shut one or two cars out of the Earls Court opening ceremony) could damp the ebullient good spirits with which the London Show, 1954, opened.

This journal has seen, in its time, every Show, and even those who record it for posterity in these columns today have seen most of them (this is the 39th). They never fail to respond to the main hall within the exhibition building, for if ever there was colour in life (and Julian Grenfell insisted that there was) the car stands at Earls Court provide it. While gas stoves were still a sepulchral white, cars were

metalescent, and while men's waistcoats remained as subdued as a Victorian Sunday best, men's cars were as gay as the Folies Bergère; the other consumer industries are just catching up with the motor industry in lending a little colour to an existence which can at times be grey. Good luck to them; there will be refrigerators in Glacial Turquoise yet. There's already a car.

With the pedestrian's wilful determination to keep left, the visitor finds himself going in a happy direction, for just within the main entrance he lands in as spirit-raising a corner of hot-stuff machinery as one could wish to see. Concentrated here are the stands of Allard, Frazer-Nash, Mercedes-Benz, Kieft, Aston Martin, Healey and Swallow Dorette. Even if he is a dutiful pedestrian and goes right, our Show visitor can hardly help but encounter Alfa Romeo and Jaguar. If he succeeds in getting past the siren-

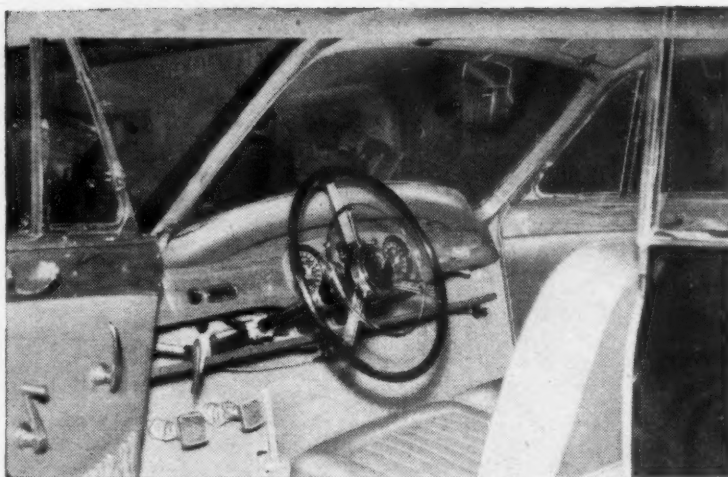
like little Giulietta Sprint in powder blue on the Alfa stand, he is hardly likely to be able to pass the Type D Jaguar, crouching low and green on that superb stand.

To the left be it, then, for the eye to be caught by the new Allard, the 2½-litre coachbuilt saloon. Like the Palm Beach—a vivid red version of which is on the stand—the 2½-litre uses the Ford Zodiac engine, a six-cylinder developing 71 b.h.p. at 4,200 r.p.m. on a compression ratio of 7.5 to 1, and these two complement the big and faintly brutal-looking Monte Carlo saloon which bulks large in black, hiding its V-eight 5½-litre engine behind the A-motif of the frontal orifice. The steering wheel angle of the 2½-litre looks a good one; it is nearly vertical. And the seats look as if a long time could be spent in them without discomfort.

Personal Experience

Sydney Allard, the force behind the company, will have seen to that, for in his long sporting career he must have spent almost as many nights behind the wheel of a car as he has in a bed. The big Monte Carlo saloon is based on the one in which he won the Monte Carlo Rally in the particularly gruelling year of 1952.

Next door on the Frazer-Nash stand it is a B.M.W. that tends to catch the eye, for the lines of Frazer-Nash cars themselves have settled for a long time in the fairly pure aerodynamic (Sebring) or the sports traditional (Le Mans Replica) and they have the air of old friends. The B.M.W.—a



"The steering wheel angle of the 2½-litre looks a good one."

panions in performance. The Aston Martin, too, has settled into lines which it seems difficult to fault, and the eye is left to admire the detail. To recall, for instance, that the clean horizontal motif of the front grille is so familiar as almost to rank as traditional. A.M. settled into excellence in this styling department very early on after the war. Notice also the neat *ensemble* of the combined door handle and lock on the DB2-4 sports saloon in metalescent grey. The well-chosen colours available on Aston Martins are displayed in discreet panels on one of Earls Court's uncompromising square pillars, and the feeling is that the David

Brown organization is hitting the bull's eye in the restraint with which this high-performance car is presented to the public. One feels that even a duchess might be persuaded to buy one, and especially as she is hardly likely to have seen Reg Parnell in sky-blue overalls pasting the DB3S round a road circuit with his customary fireworks. In fact, even the competition car on the stand looks demure; its green is a delicate one.

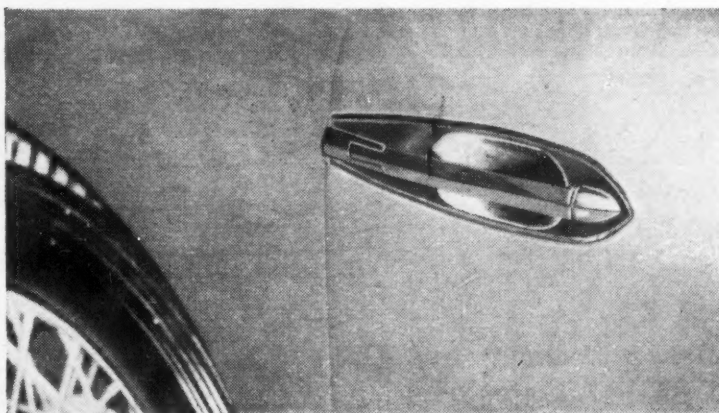
So far, the left-inclining visitor seems snarled up in high performance, and it is, indeed, difficult to escape from it yet. Kieft is here, a fully recognized manufacturer of sports cars, whose motor racing reputation began with the weird little 500 c.c. car with the knock-kneed back wheels which Stirling Moss drove so spectacularly a few seasons ago. Kieft shows a very interesting flat-four engine with separate Amal carburetors for each cylinder, and this is therefore the only British flat-four extant now that the Jowett is, alas, out of production. More about this unit will be

at the Show

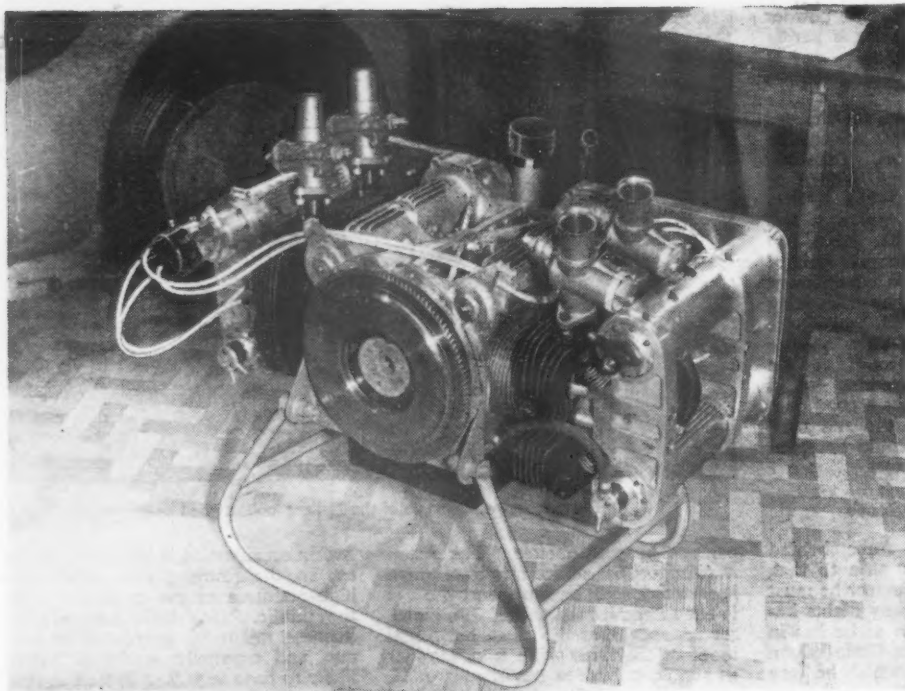
: FASCINATION OF DETAILED EXAMINATION

2.6-litre saloon—attracts because of its nice shade of blue; a rather pallid one for powder, but of great purity. The mind goes back to the general excellence of the design and the long torsion bars of the rear suspension, and recalls that the disappointment of this make's performance in the round-the-houses speed test at Monte Carlo this year was considerable. Perhaps it was that the twisting hairpins from the Casino down to the station caught the combination of driver and suspension at the bottom of the curve of the handling graph. There is always one corner that is wrong for even the best combination. This B.M.W. is interesting for the size of its V-eight engine; this has a swept volume of only 2,580 c.c. and gives 105 b.h.p. on a compression ratio of 6.9 to 1.

On the Aston Martin stand one is back again with hot stuff, for the B.M.W. does not, of course, purport to be on a par with its Isleworth com-



"The Aston Martin, too, has settled into lines which it seems difficult to fault, and the eye is left to admire the detail . . . Notice also the neat ensemble of the combined door handle and lock."



**CRITIC
AT
THE
SHOW
continued**

"Kieft shows a very interesting flat-four engine with separate Amal carburetors for each cylinder."

found in the article elsewhere which deals with the high-performance cars. The same applies to the striking Austin-Healey 100 with the special body which achieved nearly 200 m.p.h. at Utah. A look into the plastic bubble-covered cockpit of this car, with its rectangular steering wheel and central-boss "Fire" switch, is enough to give the claustrophobe the horrors, and he doffs his hat to the driver. Such ordeals give a different meaning to Shakespeare's "bubble reputation." The rest of the Healeys, as always, impress for their graceful line.

Last in the corner is a newcomer, the Swallow Dorette, which uses the 2-litre Triumph engine built by the Standard company—an engine with a very good reputation, incidentally. This car has obvious affinities with the Triumph and the leather padding round the cockpit edges is to be commended for the

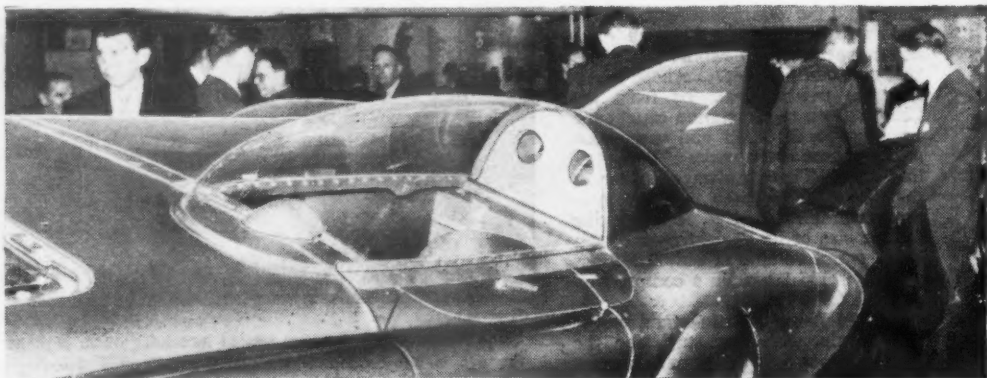
avoidance of hard knocks. Fairly hard knocks could, it seems, be taken by the bumpers, for their mounting brackets go back to bolt on to the side members of the chassis. The display chassis is a good one, representative of several sports types using tubes and rectangular principles.

To continue the Show investigation into this side of the main hall is to go to an extreme, for several American makes are located here. From the trim, medium-powered, very high-performance British sports cars the visitor passes to the slightly bogus world of the Oldsmobile Starfire and the Cadillac Eldorado coupés, both incredibly long and both carried out in blue. These cars look tremendously fast and sporting, but it is impossible to avoid the feeling that it is the speed of the styling department and the sportiness of the teen-age adult rather than

the product of pit counters and wind tunnels. Impressive, though; intimidating, rather. At least to the poor Briton who has hardly room on his roads to swing a 750 Renault, and certainly not enough in his cities.

Whither America? is still the question that occurs to the motoring observer. The Studebaker is positively vexing to those British visitors who so much admired last year's styling. This was clean, restrained, even beautiful. It owed much of its beauty to a simple shallow front end, sloping forward to almost a knife-edge. The effect was slender, elegant. Now someone at South Bend, Indiana, has wrapped the front end in chromium, square feet of it, and the effect is of a solitary gold tooth the size of a tombstone in a region where all else is gum; only the rear of the Studebaker can now be contemplated with equanimity. If this is

"A look into the plastic bubble-covered cockpit of this car . . . is enough to give the claustrophobe the horrors."



"Sales" pandering to Joe Q. Public, then the I.Q. of Joe Q. is abysmal. Even the sides have been bedizened with chromium gew-gaws. The car, for this observer at least, is redeemed only by the incredibly delicate little switches for lights and so forth that are grouped round the steering column; they are like golf tees, and one can imagine the pleasure of handling them.

Hudson Italia

Hudson's Italia, a Superleggera design by Carrozzeria Touring of Milan, helps to distract attention from the other Hudson models, which could never be described as beautiful, however practical, or however many other virtues these cars possess. Criticism of such appearance is harsh because it is a staring failure; attempt has been made to produce a beautiful thing; it has failed, but the claim remains. Such criticisms cannot be made of cars like the Willys Jeep, the Land-Rover and station wagons in general. They are successful in their aim, which is a functional one. Anyway, the Italia has a few interesting features. The red rubber-covered fascia is one, and the beading round screen and back window has a certain nineteenth-century charm. The body suffers from an odd-looking styling failure at the after-end of the front wing orifice, where the outline does not seem to know quite what to do, but the intakes above the head lamps are functional in that they direct air down on to the tyres and wheels. But how soon do such positively acting scoops nullify the streamlining of the vehicle as a whole? Scoops exist at the back also. The seats, which are aircraft type, and the safety straps, can be fully commended as making high-speed sense.

Unwilling Iconoclast

One hates to be disparaging about transatlantic cars because the charge is so easily levelled against this country that it is jealous of America's rise to world pre-eminence. But the fact remains that, for the most part, there is a tastelessness about contemporary U.S.A. styling that borders on the vulgar, and it is nice to be able to say that it is mitigated by the better behaviour of American cars on the road than used to be the case. Their ease of control is remarkable, aided by power steering and automatic transmission, their handling on corners much improved over pre-war years, and their sogginess now under anti-roll bar control. Under the bonnet the engineering is sound. But even there objection must be raised. The power race over the Atlantic is plainly silly, for 220 b.h.p. in unskilled hands is using a sledge hammer to crack walnuts, with disastrous results on fingers and furniture; moreover, there is a tendency for American sales staffs to claim that age-old principles have just been discovered in Detroit. All of which having been got off the British and admittedly conservative

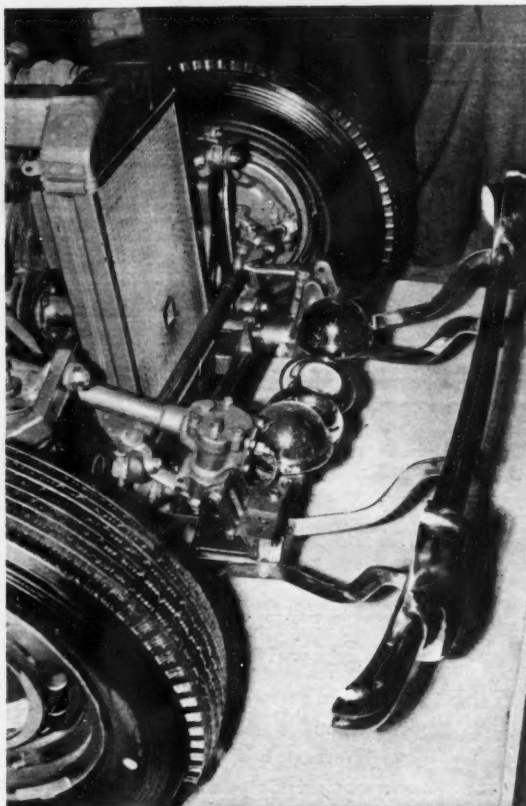
"Fairly hard knocks could, it seems, be taken by the bumpers": Doretta.

chest, it is nice to record that the rockery with fountains on the Dodge and de Soto stand is quite lovely.

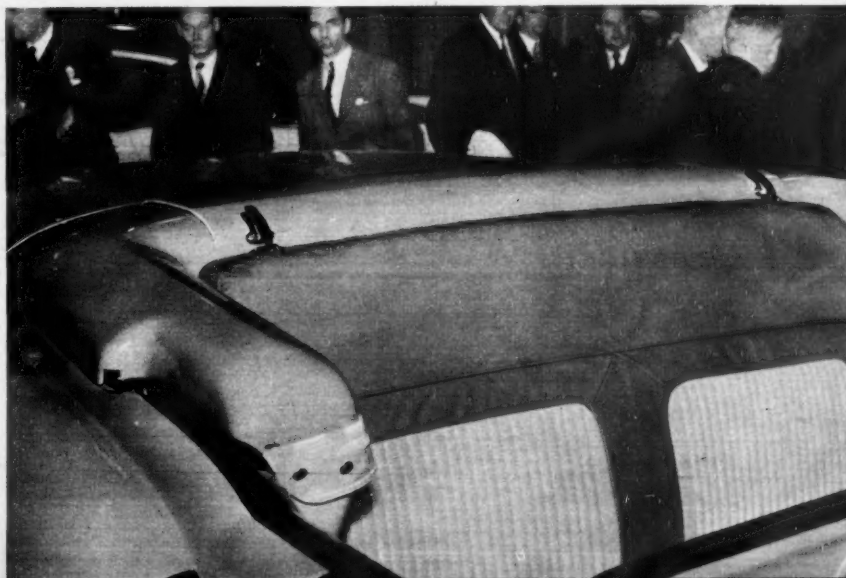
The Continentals come off better. Everybody loves Juliet, if the name of that delicious blue Alfa Romeo can be anglicized; if not, *tutti amano Giulietta*. This is a fast car even with an engine of only 1,290 c.c., from which the Milan firm extracts 65 b.h.p. at the high revs of 6,000. There are twin overhead camshafts, and no owner is likely to mind the characteristic Alfa thresh that always comes from their twin o.h.c. gear, for it is one of the most satisfying motoring noises of the era. But there are other things that are satisfying about this car; the interior is a driver's interior, and the corded seats add to the air of quality that an Alfa always has. The lamp arrangement on Alfa Romeos is exceptionally neat; head lamps, side and auxiliary lamps are well laid out in harmony with the frontal grilles. The roll-top seat backs on the 1900 Super Sprint models look luxurious.

A most noticeable tendency is for the important instruments nowadays to be grouped in a subsidiary, and usually cowed, panel directly in front of the driver. The Fiat "full light" saloon

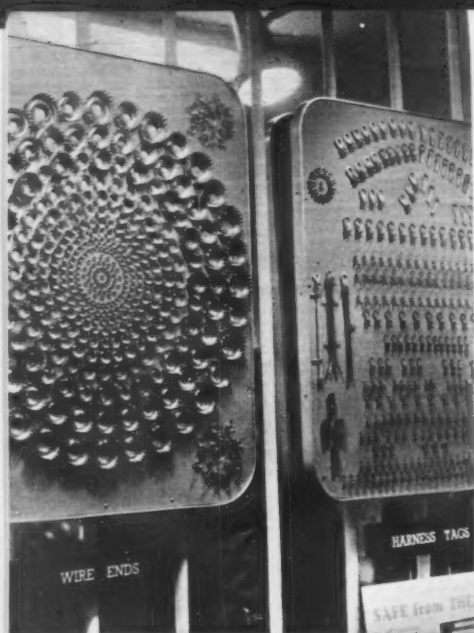
has them so installed, and it has, also, the neatest little parking lights just forward of the front door closing line. On a slab-sided saloon this makes them visible both fore and aft and it is a pity that the law cannot be amended in this country to legalize such lights. Anyway, those on the Fiat are about the size of strawberries, and, looked at from the rear, they are a very good imitation of them. Similar parking lights exist above the semaphore arms of the Peugeot's turn indicators. The choice of cream for the wheels of the Fiats seems very happy, for they seem to harmonize with any body colour. The Peugeot's fascia is plain, almost to the point of dullness, almost everything being in grey, switch knobs included. But there would be no tiresome reflection (Continued on page 686)



"The Cadillac Eldorado": neat hood casing.



To Catch the

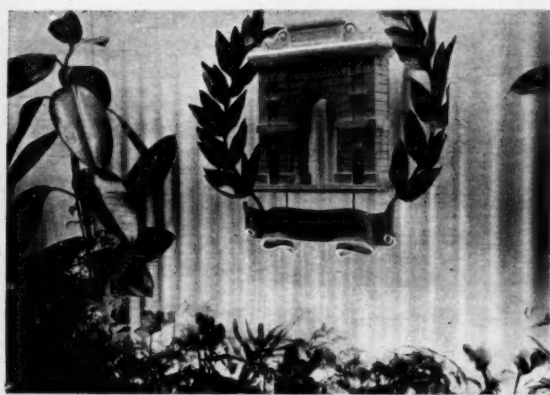
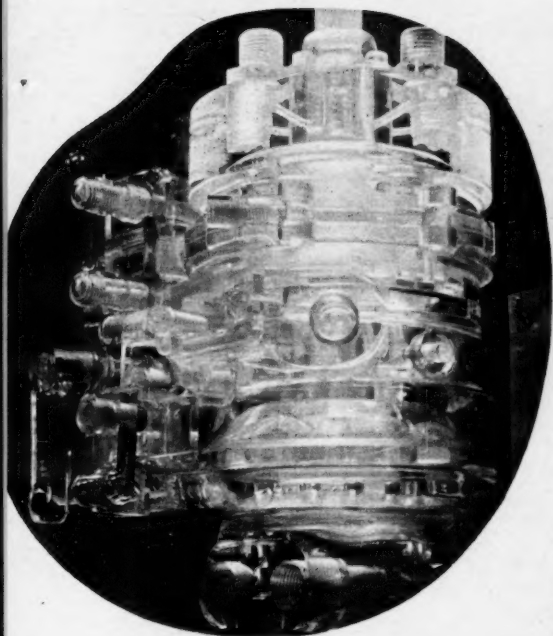


Bits and pieces
make jewels
if they are arranged with an eye to
precision. Threads are stars,
forming milky ways to
satellite moons.
Cambridge and Westminster,
says one author,
execute a pas de deux;
like pierrot and pierrette



Eye

Effects of surprising artistry are obtained quite simply provided that the stand-fitter knows how. In the photographs below the materials vary from the latest transparent plastic to the age-old pattern of foliage. Crumpled fabric, interspersed with lights and letters, brings Euclid into Earls Court, too





"The display chassis is a good one, representative of several sports types": Doretti.

tions from, or highlights on, such a facia as this, whereas the Pontiac's, for instance, must prove almost literally a nightmare.

Renewed acquaintance with the Lancia Aurelia Gran Turismo on a Show stand confirms an impression held for some years: that the shape of this car grows on the observer. When the Gran Turismo first appeared it had a faintly brutal, intimidating air. This slowly mellowed through a rather attractive malevolence—that of a woman who deliberately uses a high heel as a weapon on the dance floor—until it is now a quite friendly looking road companion. A cynic might say that one can get used to anything, but this year the apt retort is, "Studebaker."

The small points of appearance are important. Lagondas use a beautiful ruby red for the centre of their wheel hub caps, and the spot of colour does quite a lot for the car; Vauxhall have admirable hub plates on the Cresta model, with the gryphon as a centre-piece; unfortunately, the gryphon seems to be just large enough to look gross. The Americans continue their heraldry, usually encased in plastic, fly-in-amber style. Most of such devices from America are so admirable that it becomes increasingly difficult to understand how other bloomers of styling are so easily made. One is forced to recall the movie moguls who estimate that the

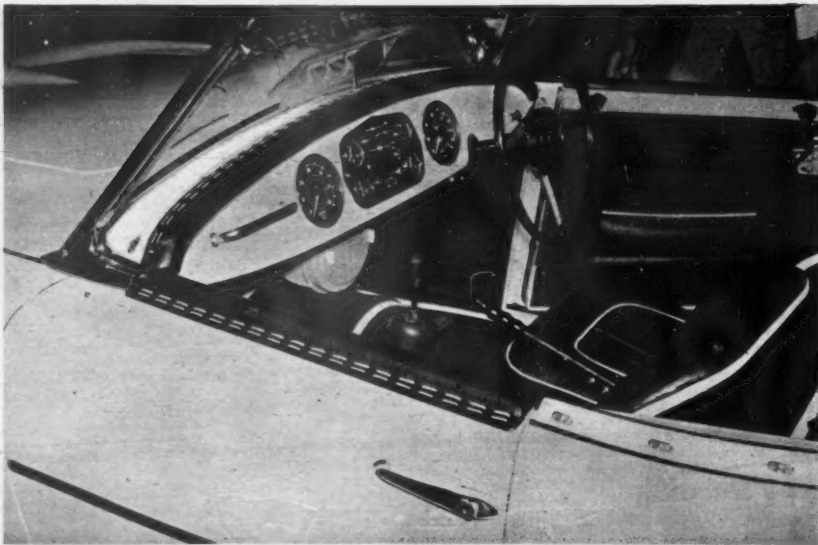
CRITIC AT THE SHOW . . .

average age of the cinema audience is eleven and cater for it. Perhaps the car makers do, too?

The Vauxhall Cresta display is a good one, the doors opening and closing as the car revolves on its turntable, and the luggage locker opening to reveal

plenty of space for all normal purposes. The abnormal purpose might be said to be the Show models (feminine) who risk their nylons clambering into the locker just to show how big it is, though the observer is left at a loss as to why a locker should be held to be

"The leather padding round the cockpit edges is to be commended."



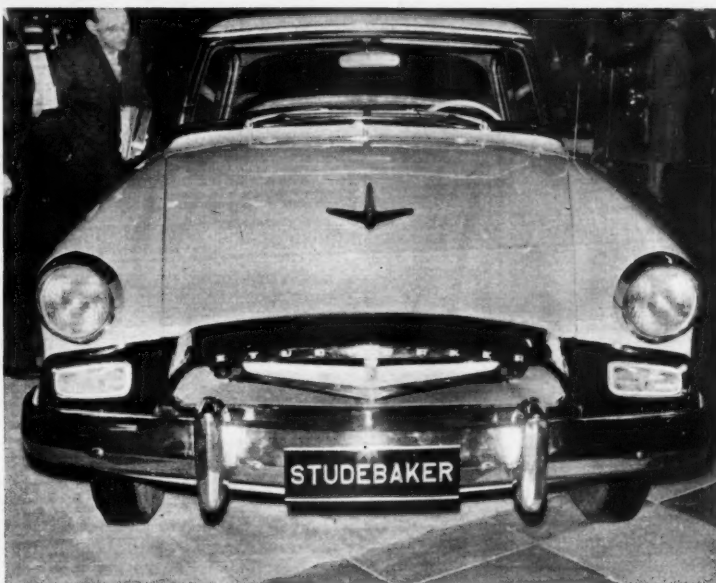
a whopper if it holds a woman. If the woman is a whopper, too, there might be more point in this particular demonstration, otherwise suitcases and miscellaneous bric-à-brac are more demonstrative. The greens of one of the Crestas on show are almost startling, but very effective.

Pride of place for a smart turnout might be awarded to the Austin display of the A.50 Cambridge and the A.90 Westminster, a masterly eyecatcher in ivory and black that reminds the onlooker of a full-dress party. Presumably the white leather upholstery was not meant to be sat upon, and certainly not to take the dog's muddy paws. The A.90 Westminster has embryonic cowlings over the instruments, which may be a conservative firm's move in educating its customers into more racy practices; the Bristol company must take the lion's share of credit for this particular advance.

Another A.90 on the stand is in a quite attractive brick red, but there is no doubt that this colour tends to clash with the ruby of today's larger rear lamps. Another colour clash that will take a little getting used to is found on the Rover models, where the orange lens of the winking indicators is part of the combined red and orange lens of the rear light assembly. Unfortunately, although red and orange look fine in the autumn on the cherry tree, these two colours do not seem very happy in close juxtaposition and surrounded by the sober finishes of British bodywork.

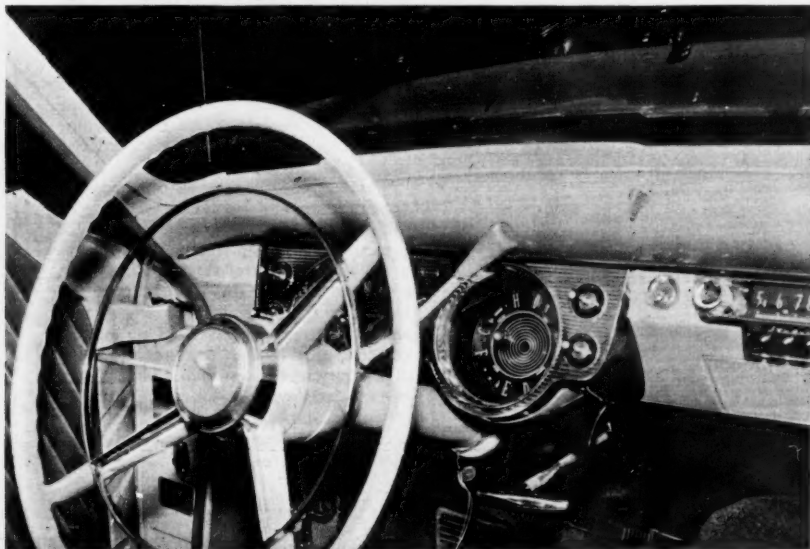
continued from page 683

Austins only half take advantage of the publicity value of the back of the car. Both the A.90 and the A.50 have the symbols on the back, but lack the name Austin. In overseas markets, particularly, these type symbols might not mean as much as they do in this



"Only the rear of the Studebaker can now be contemplated with equanimity."

"Incredibly delicate little switches for lights and so forth": Studebaker facia.



country, and the inclusion of the name, in quite large characters, seems advisable. After all, the most usual comment on the passage of a striking car is, "What car's that?" and the eyes automatically turn and watch the tail of the vehicle disappear. It is logical, therefore, to put the name of the manufacturer prominently on the tail end of the car. On this stand is the cutaway six-cylinder B.M.C. engine that powers the A.90, and, like all such exhibits, it is very fascinating.

Two stands away are the Bristols, and here there has been another fine bit of showmanship, for all the cars on the stand—403, 404 and 405s—are in ivory and the result is coolly delicious. It is easy to rave about Bristols, and there is considerable justification for doing so. They are, however, expensive cars, although their best attributes are not necessarily costly; amongst these, the silky operation of controls might well

be highly placed, notably of throttle and gear change. Silkiness of throttle is gained by having a good rod system, and of gear change by precision manufacture. Perhaps the latter can prove costly, but the former need not. A rod linkage is notably better than cable operation for throttles. The location of an auxiliary lamp within the air intake orifice of the Bristol is the only feature that inspires within the purist a little misgiving.

Across the aisle the 1½-litre Riley begins, incredibly enough, to look a little high alongside its bigger brother, the Pathfinder. For a car that has had a notably low roof line for years this is a quaint effect. The 1½-litre is a car to retain its devotees until the last, and it seems obvious that the Abingdon firm will hold the market amongst the saloon traditionalists as the M.G. has in the open car field. The Pathfinder is recognizably Riley, of course, but the break with traditional Riley shape is a wide one, almost a divorce.

The Pathfinder chassis display is a good one, chassis members being blue and the whole thing being canted over a mirror. It behoves the visitor to study

CRITIC AT THE SHOW continued

"The seats, which are aircraft type, and the safety straps, can be fully commended":
Hudson Italia.



the traditional chassis construction while it still survives. The tradition has no imputation of old-fashionedness about it, for there are many virtues that integral construction and space framing fail to inherit. Moreover, the Riley uses torsion bars for springing at the front, which is fully up to date these days; they can be well studied on the underside of the chassis, running back from the lower suspension members on a converging line towards the centre of the frame.

Nuffields provide another winner in chassis displays on the M.G. stand. This is magnificently perplexing. The visitor, trying to remember all that he has ever been taught about angles of incidence and reflection, stands on one

side or the other of a vertical mirror. On one side is a TF chassis, on the other a complete TF car, and as the two coincide in the field of vision the chassis is clothed with a body or the body is skeletonized into a chassis. "It is all done with mirrors," is the easy way of explaining it all to Junior, but the adult wonders, just the same, why it is that the body always goes on precisely, when it might, perhaps, be expected to land up with the bonnet where the luggage locker ought to be, depending on where one is standing.

Sobriety

Perhaps the surprise of the Standard stand is that this company, one of the first to experiment with the gayest of colours after the war, should have presented its exhibits in the more sober shades; nothing is lost in their so doing and the stand occupants are many and varied. Ford, by contrast, on a stand that seems almost the size of a football field, show cars in the most daring shades, including a metalescent pale green for a Prefect which reminds one of a certain spider that is found on blackberry bushes.

"Hard tops," mostly in plastic, appear in several instances. It may be the unfamiliarity, but their appearance sometimes suggests something that has been stuck on afterwards rather than a natural growth; this may be only the legacy of the folding hood which that kind of shape suggests. One of the more cynical comments on this type of winter conversion factor is what the owner does with it when he takes it off in the summer. A shaped hard top is quite a thing to have around the place.

Informative stand displays are



"Parking lights exist above the semaphore arms of the Peugeot's turn indicators."

"The lamp arrangement on Alfa Romeos is exceptionally neat."



THE AUTOCAR, 29 OCTOBER 1954

The brilliant new

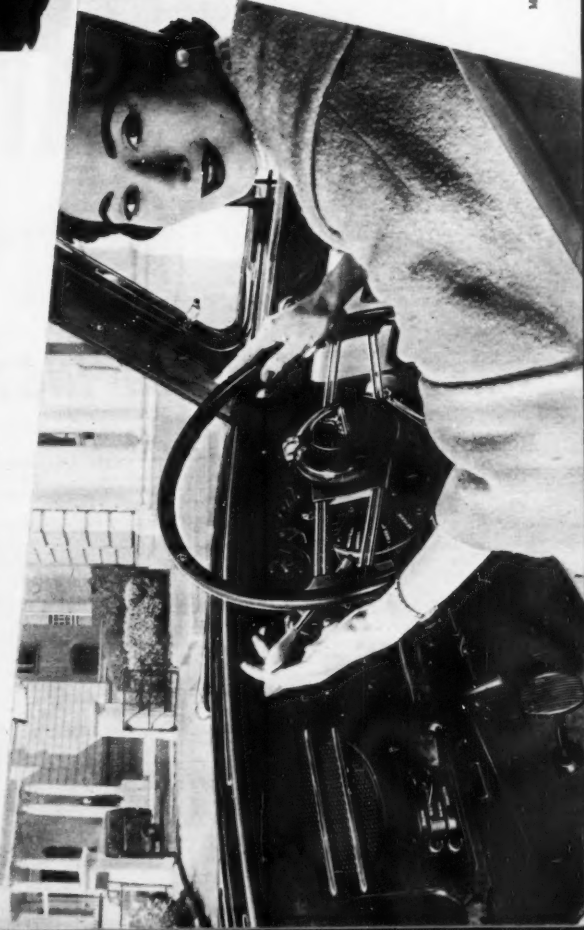
Sapphire

FOR HIM

Now available with a choice of three types of gearbox—synchronesh, pre-selectric with centrifugal clutch or the amazing NO-CLUTCH drive. Whichever model you choose you can be sure the new Sapphire's performance is superlative. You can flash up to 50 through the gears in 8.9 seconds or glide sedately at a crawl in top. You can cruise in the 60's, 70's or 80's with the twin carburettor 150 h.p. engine purring effortlessly—touring really fast in complete silence and comfort. You have up to 100 m.p.h. at your command in perfect safety with the new redesigned brakes. Yet for all this exceptional performance, you can get 22 m.p.g. on the open road.

To add further lustre to its brilliance, the new SAPPHIRE has 14 new features and improvements including: powerful servo-assisted brakes, ultra-violet dash-board lighting, special safety lights, flashing trafficators, more luxurious interior with courtesy lights, windscreen washers, stone guards on rear mudguards.

The all-round leadership of this brilliant new car springs from the same engineering skill that designed and made the SAPPHIRE Jet, power unit for many of the world's fastest aircraft. Arrange to drive the brilliant new SAPPHIRE today.



FOR HER

How your friends will envy you the brilliant new SAPPHIRE. The sleek assurance of its long graceful lines. The unobtrusive good taste of its fashionable two-tone colour schemes. The rich luxury of its interior appointments—walnut panelling, pile carpeting, leather upholstery—everything made with an eye to perfection.

And what a car it is to drive! At the wheel of the SAPPHIRE you speed about your affairs with all the control, assurance and dash of a master. It's easy to drive really well when the SAPPHIRE handles so lightly and obediently. But see for yourself. Be sure to be there when your husband takes the brilliant new SAPPHIRE on trial.

Write to Armstrong Siddeley Motors Limited, Coventry, for fully descriptive catalogue No. S80

The brilliant new ARMSTRONG SIDDELEY SAPPHIRE

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Arctic (or Mobiloil A, if recommended for your car). And for Flying Horsepower this winter, use Double Powered *Winter Mobilgas Special* —the new petrol from Britain's newest refinery.

VACUUM OIL COMPANY LTD., LONDON, S.W.1





"The 1½-litre Riley begins, incredibly enough, to look a little high alongside its bigger brother."



**CRITIC
AT
THE
SHOW
continued**

"Inspires within the purist a little misgiving."

always to be commended. Jaguar make a good deal, as well they might, of a top-notch sporting record. In a year when technical innovations are not numerous, it is perhaps asking a lot that technical details should be more prominently described. The Road Research Laboratory's dazzle lesson is quite the most educative in the Show and demands, alas, a far higher standard of intelligence than is likely to be encountered for real appreciation of the lessons inherent in the illustrated lecture. The Motor Industry Research Association's diagrams of vision interference are even more likely to go over the Showgoer's head. How-

ever, these factors in driving are notoriously difficult to convey to Mr. Average Motorist.

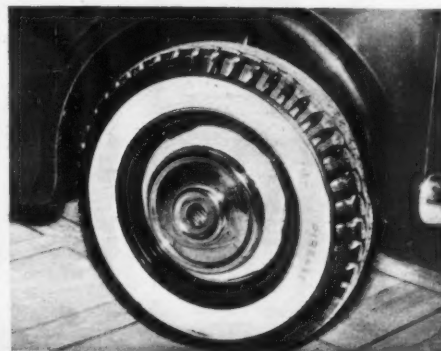
With no love for the steering column gear change the more enthusiastic driver looks carefully round for signs that it may once more revert to a position in which the rubber will disappear from the linkage, and will stay away even after a car has covered 50,000 miles. There are not many such signs, but the few that there are are promising. Rover are holding on to their established bridgehead with their cranked lever that still permits three to sit in front, and Citroën, never swayed by popular fashion, retain the lever that

conveniently disappears through a hole in the fascia. The new A.C. Aceca has an admirably cranked central lever that falls readily to hand, and all the sports cars that draw the knowledgeable have the short remote control lever that is operated by the driver with the maximum of satisfaction; long may it persist. The remotest of all must be the Morgan example, unless the Lancia is counted; this has its gear box at the after end of the propeller-shaft.

The Aceca is a pretty car, although the frontal orifice seems a little large. This is another with cowed instruments ahead of the driver; the power unit remains the long-established six-cylinder for which the Thames Ditton manufacturers are celebrated: in this

(Continued on page 694)

"The choice of cream for the wheels of the Fiats seems very happy."





Cor, when I'm big I'll take the top off just like that so's I can take the bits out.



Now where's the tachometer?



Did he really sit in there? And go at nearly 200 miles an hour? Phew!



Patience is a virtue . . .

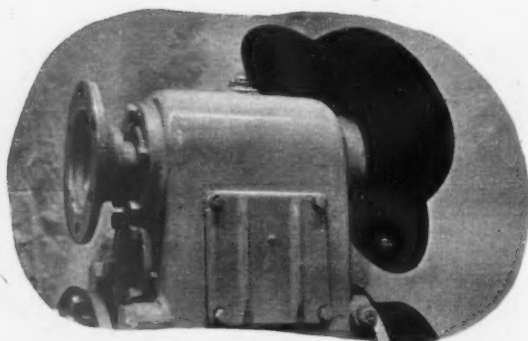


Yes, but what we'd like is one without purchase tax.

Yes, I was at



The "dazzle" problem . . .



Yes sir, certainly sir. Don't mind leaving me—I only keep your head warm, that's all.



And these are the dog-teeth.



Oo, pretty, Mummy!



691

Just imagine what it would be like to have a car like this.

the Show . . .



Just fancy, a car like this. Just fancy . . .



I daren't look—can you see them too?



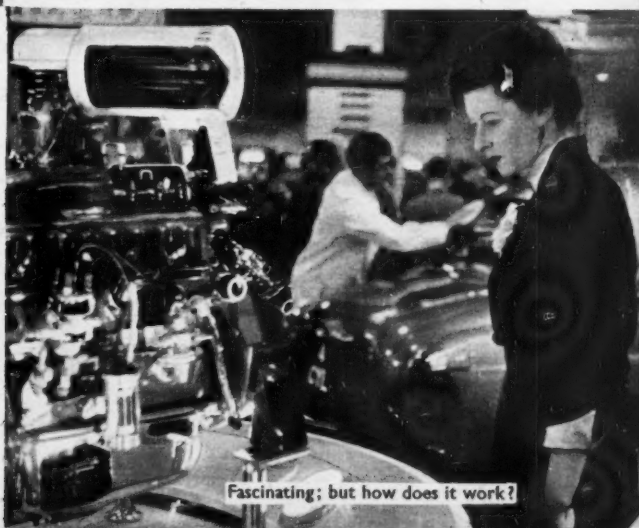
Who'd have thought the Minx had all that in her . . .



Stand back, and let the lady see the rabbit.



That's just what I told him.



Fascinating; but how does it work?



Don't they look pretty from up here?



They weren't like that in the good old days. No leather straps, either. Huh!

... did the camera



I don't think it is moving.



Watch the dickybird—say cheese. (Or maybe cheese-cake?)



Cars, cars, cars—I wish I could sit down.



Shocks absorbed while you watch—absorbed.



Sturdy side members: cruciform centre section. . .



But don't forget those few drops in the dashpot.



Who's looking at who? TR2 at you?

catch you, too?



Well, that may be so; but I'll wait until I've seen for myself.

693



See that under there? Eliminates all the bumps on the road, that does.



Down the hatch!



How many cubic feet?



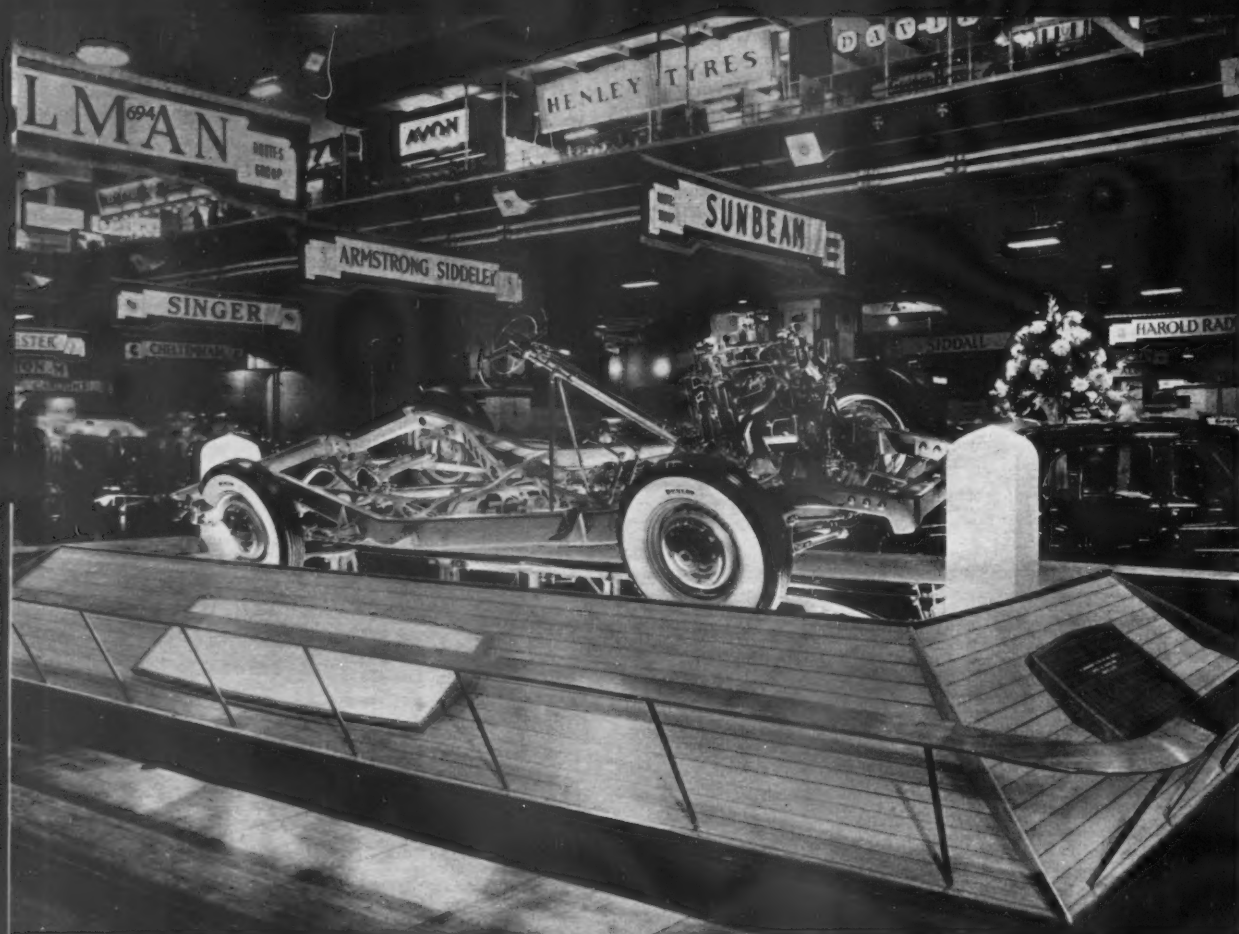
Military person, flanked by Western allies, studies mechanized forces.



Yes, swallow, of course . . . black and white is so smart, too.



... and so it forces the piston down each stroke.



"The roll-over Humber Hawk chassis, well set off by polished but unvarnished woodwork."

version it has three carburettors and the compression ratio is up to 7.5 to 1.

Wolseley's new Six-Ninety is well displayed on a turntable composed of a very elliptical world resting on photographs of itself. The car has an affinity with the Riley Pathfinder in appearance and continues the homogenizing trend that is observable within the British Motor Corporation in such things as appearance and power units. On this shape, a sleek and long one, the Wolseley radiator sits perhaps a little more happily than

CRITIC AT THE SHOW . . .

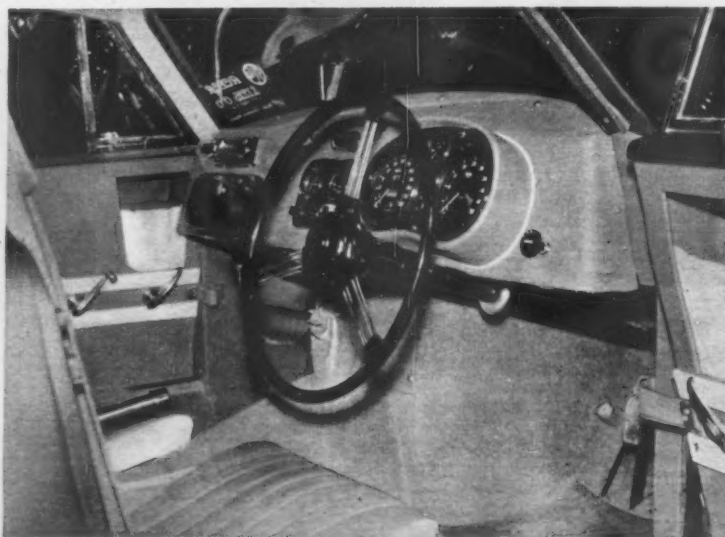
does the Riley's. Luggage capacity is large on the Six-Ninety, although the slight drawback has to be accepted of the spare wheel underslung at the back where it can become muddled; however, spare wheels, wherever kept, tend to become messy, and even if the spare is not, the operation of wheel changing always is. The location of the silencer so far aft is unusual; there are only a mere four inches or so of tail

pipe beyond the expansion chamber.

Close by the excellent Wolseley display is the roll-over Humber Hawk chassis, well set off by polished but unvarnished woodwork. As the chassis rolls the engine revolves and the exhibit, therefore, becomes extremely educative. Great credit is due to the personnel, usually apprentices, who prepare these fine Show displays, and to the geniuses who devise them. Although the o.h.v. Minx exhibit, with its telephoned information available at all points round the turntable, is not original, it loses none of its attraction and all day long Showgoers are to be seen with their ears glued to the telephones, being given the facts of this latest Rootes Minx and all her virtues. The rise and fall of the new engine in and out of its bonnet is extremely effective. What with the Humber, Minx and Husky displays Rootes have gone to town in more ways than one this year, and are well rewarded by the interest in the stand.

Another sectioned exhibit that bears close study is the engine of the Singer Hunter. It is a well-established four-cylinder design, but it is one of the few overhead-camshaft types to power such a normal family saloon as the new Hunter. The o.h.c. has a duplex chain drive, from the forward end of the

"This is another with cowed instruments ahead of the driver." The A.C. Aceca, pronounced Aseeka.



crankshaft, which can be seen nosing its way out of the cutaway head; an overhead camshaft permits the cams to act directly (or at the most through fingers) on the valve stems of overhead valves, thus eliminating the reciprocating weight of pushrods; high engine revolutions are thereby achieved with considerable ease. The Hunter is a reversion to an earlier front styling treatment, a "traditional" grille now dominating the scene. The car lines up with the Roadster, an example of which, in a really fiery red, draws the eye on this stand. The horse-head mascot of the new Hunter has a mixed reception.

Obviously the real virtue of the new Lanchester Sprite will become apparent only on the road when the new automatic transmission can be sampled. On the stand the car looks businesslike and there are many visitors waiting to sit in it and imagine themselves two-peddalling away to the seaside. The evolution of Daimler proceeds steadily, and the car is now some distance from its associations with formal occasions, though remaining excellent in that respect, as in others. This move into the field of performance without losing traditional regard has been done very skilfully.

The outstanding impression of the new Morris Oxford is the bay window effect of the front compartment. The fascia maintains a gentle curve with central instruments and two very large cubby-holes, one on either side. Riley owners may perhaps wonder whether the row of identical switch knobs will



"The bay window effect of the front compartment": Morris Oxford.

lead to slight embarrassments after dark, but they are more widely spaced and not so many as those which are open to criticism in the 1½-litre Riley. Easier after-dark handling means a loss in symmetry, but the top-notch fascia layout of Bristols should reassure manufacturers unwilling to plunge into asymmetry. Anyway, the Morris has, in one of its two large circular dials, a thermometer, an ammeter, and an oil pressure gauge; virtue indeed.

Jensen's 541 is the object lesson in the advance of plastic body technique. It is difficult to fault the moulding or the finish in any way seriously. Motorists must regret the preoccupation of this firm with the commercial world, for not enough has yet been seen of the 541; by all accounts the position is to be

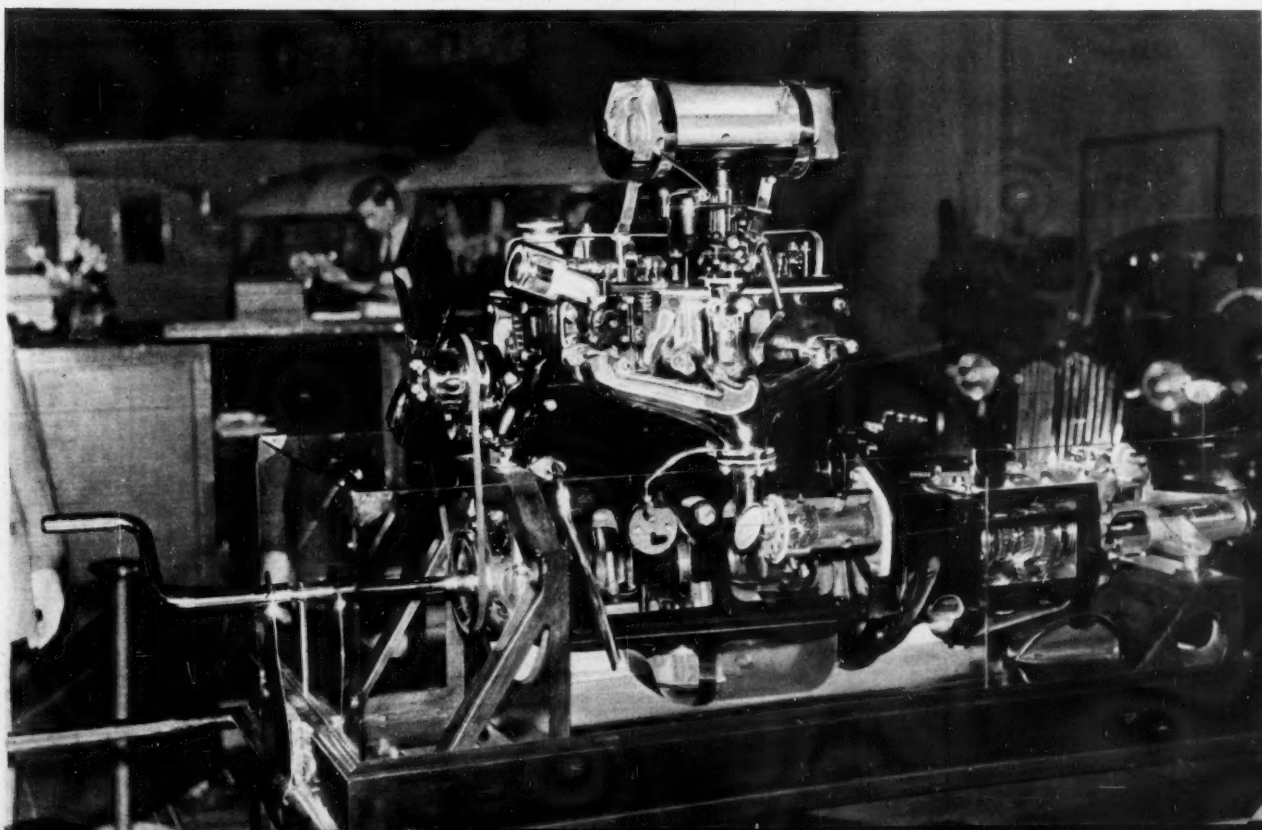
rectified and production will now commence.

Inevitably, the feet climb the stairs to that vantage point at the top of the latticed stairs from which the main hall can be viewed as a whole. Inevitably, the size of the crowd takes the breath away and the imagination is captured by the brilliant spangles of light in all directions. The motor industry has done something in enthraling a populace with its products to the extent that Earls Court reveals. Enthral, one recalls, means to enslave. Are we slaves to the internal combustion engine, or is the internal combustion engine the slave of mankind? A little of both perhaps; and both sides seem to enjoy their subservience.

MICHAEL BROWN.

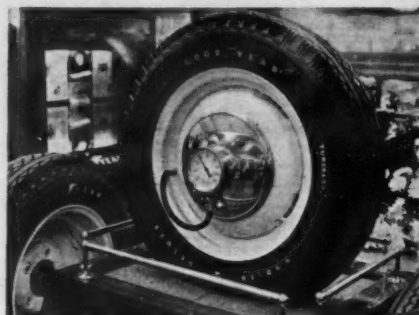
continued from page 689

"The engine of the Singer Hunter. It is a well-established four-cylinder design."



ACCESSORIES are more SPECIALIZED

*New Lamps : New Tyre Designs : Many Useful
Novelties—and Some Amusing Ones*



One of the new tubeless tyres, the Goodyear, is shown with inserted nails—and a pressure gauge to show that pressure is maintained.

AS production more and more expands, the field of accessories grows still wider. But it can be seen in this year's wonderful display in the galleries at the Show that there is an increasing tendency for them to become more specialized, and therefore more helpful to motoring pleasure and convenience. Indeed many, this year, are seen to apply to particular car models.

Lamps are an instance: the old kind of general "auxiliary lamp," of vague properties and purpose, is no longer seen. Even in head lamps, which normally have to be maids of all work, there is some specialization, and Lucas show some of the lordly lamps for quality cars, and the special long range lamps for high performance cars. The last-named are seen in such cars as the Jaguar Type D in the main hall: Fan-beam fog lamps and pencil-beam long range lamps are their auxiliary models.

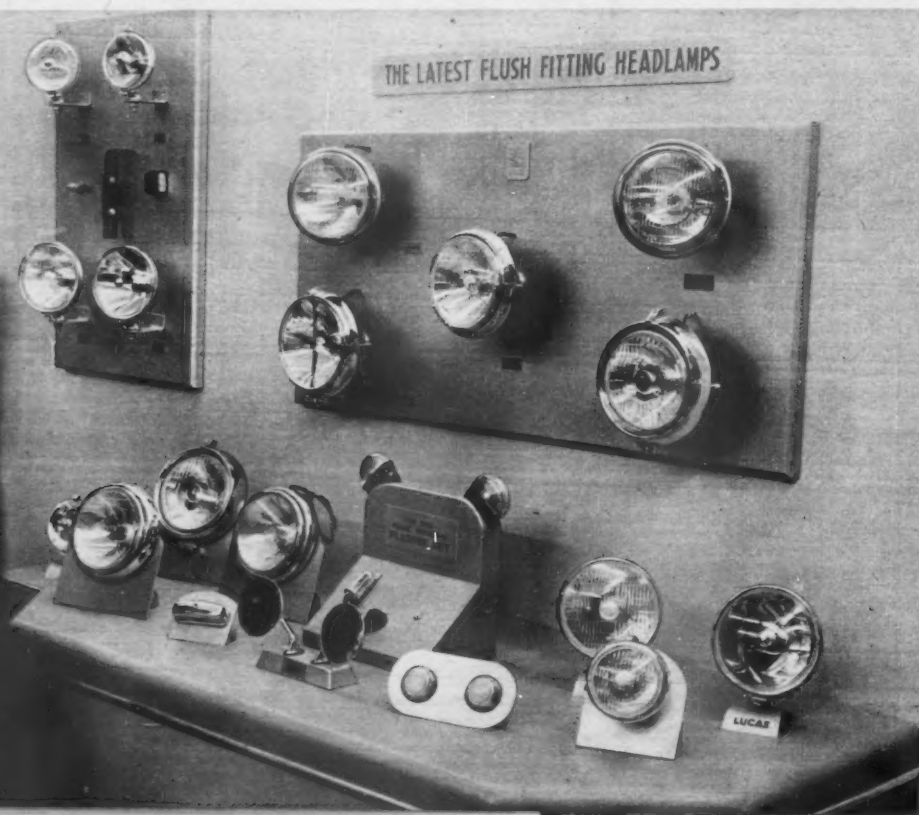
An interesting newcomer, introduced at the Show, is made by a famous lamp manufacturer, but is marketed by William Clark, who make spare parts under the name Nobby. It is an auxiliary lamp with a dip filament bulb, and follows an established head lamp principle: the upper part of the lens, only slightly patterned, provides a long range beam, and the lower half, more patterned, emits a wide diffused beam, which in this case is flat-topped. The bulb is ringed and shielded. A two-way switch selects either the fan beam only, or the whole beam. A similar lens is used for the

Butler lamp caller Saucer, recently reintroduced, but in this case there is only one filament. It has the distinctive feature of a bulb holder and bulb mounted at the front in the lens and facing rearward to an uninterrupted reflector. Ceag introduce a new lamp, too. It is a long range pencil-beam lamp with a clear lens, a conical bulb shield and a shallow body. Although they continue their full-size and very powerful lamps, with shallower bodies these days, Notek display rows of the smaller and very shallow Nearlite and Farlite pencil and fan beam lamps.

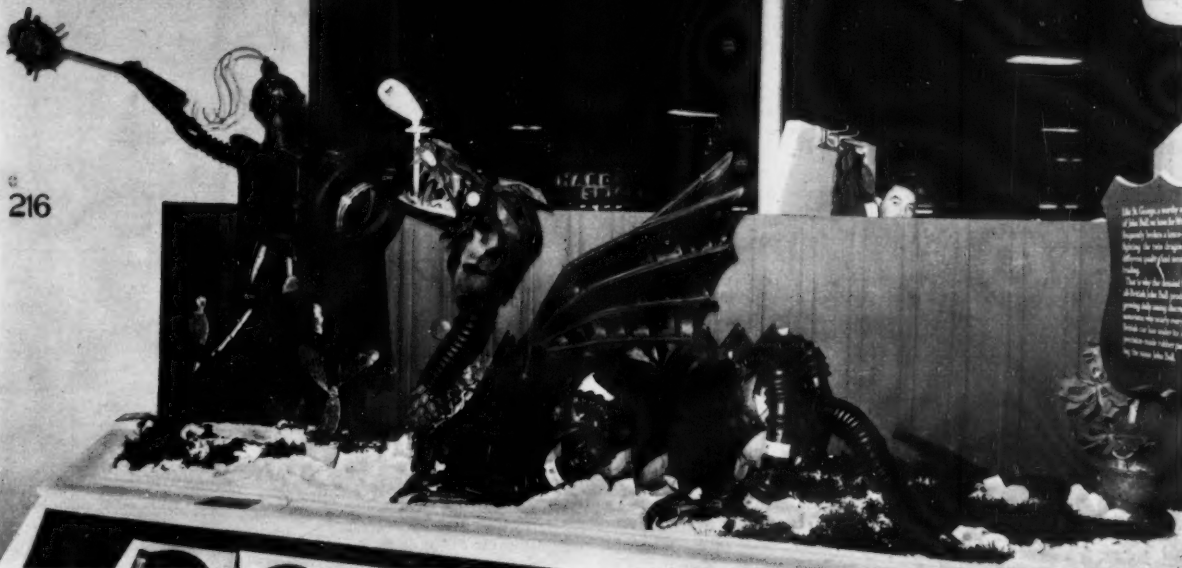
Not quite newcomers, for a few have appeared at previous Shows, are the German Hella lamps, seen this year in great variety, and part of the full Hella range of electrical accessories which S. Guiterman are importing. Porcelain flower vases decorated with little sprays of flowers have joined the Hella cut glass flower vases. It will be interesting to see if the British, still addicted to woodwork and other traditional touches in car interiors, will revive the rose on the facia!

Certainly it will not be the seat cover makers' fault if any interior is not elegant. The light covers, of the years when everyone who had a new car bought covers merely to protect the upholstery until the covenant expired and the car could be profitably sold, are gone. At the Show, the emphasis is on the quality materials—thick tapestries, soft Scottish woollen plaids, Bedford cords, heavy repps, smooth satin-finished rayons and so on.

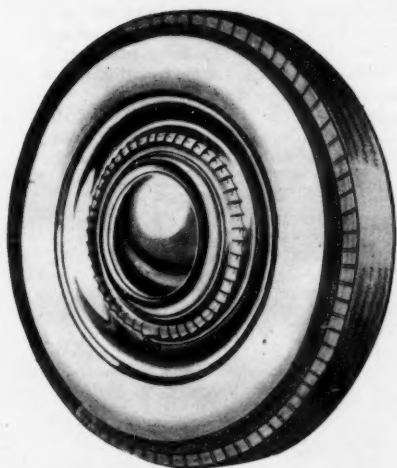
THE LATEST FLUSH FITTING HEADLAMPS



Modern lamps — a Lucas display. There are the normal block pattern head lamp, and some of the special ones made for quality cars and high performance models. Long range and fog auxiliary lamps are seen at the top left and bottom right.



An amusing George and Dragon by the John Bull company. The tail is convoluted hose, scales are tyre patches, and the saint's formidable mace seems to be based on a bus strap-hanger's device.



Cornercroft introduce a more elegant version of the ventilated disc. It is of polished light alloy, and has close, overlapping louvres.

American and Continental cars, in which cloth upholstery is more widely used than it is in Britain, are using a great variety of striped materials. Striped seat covers are among those displayed by Karobes, and look smart. Fore and aft stripes seem to make seats look longer and taller. But the pleasing, faint scent of choice leather still drifts from a stand at the end of the galleries . . .

Those remarkable light seats in the Citroen 2c.v., which (together with the softness of the suspension) so strike visitors on the Citroen stand, are being made, for the Citroens sold in Britain, by Intalok, and are displayed on a stand behind the coachwork section, as a comfortable and surprisingly inexpensive means of seating for any car, new or old, at a price less than the cost of rebuilding a normal seat. If we ever abandon the thicker and heavier kind of seat in popular cars, this might become a design trend.

An interesting development is shown by Lintafelt, who have a process for coating with foam rubber, quite inexpensively, the backs of upholstery materials. In a trim panel, this gives the upholstery material the slight "give" which makes it less liable to damage from the corner of a suitcase or anything like that, and in a seat covering, whether original or added as an accessory, it adds the comfort of a thin-but appreciable soft underlayer.

Only one firm still deals in mascots in a big way—Desmo—and they have a striking panel on which a fine crop of girls, jaguars, horses, footballers, golfers, dogs and other objects

ACCESSORIES

continued

of general affection are displayed. This elegantly cast and engraved chromium ware is charming, but also serves a secondary purpose, where a curved and styled bonnet and wings leave the driver nothing to aim with. Wilmot Breeden, with their aerodynamic *motif* for the front of the bonnet, offer a plainer "fore-sight" and Guiterman have a small, inexpensive chromium and plastic bird. There is much to be said for mascots, the identification of one's own car among the serried ranks of parked ones for miles around Earls Court being one aspect of individuality!

Among other "gadgets"—things useful but not vital to the safety, convenience or comfort of passengers—there may also be noted the transparent distributor cap of Remax, a substantial aid in detecting anything wrong with the sparks when an engine is misbehaving; Tudor's wheel brace extension, which enables the effete to remove wheels done up by the horny-handed at the garage; and the flower vases already noted.

Another is the Eversure spare petrol can, a convenient thing to carry in cars which do not have a reserve tap, in which a convenient pourer is incorporated for inconvenient or remote filler orifices. Although they are now well known among

Intalok's lightweight seating, as made for the Citroen 2c.v. in Britain. It is based on closely spaced rubber straps.



ACCESSORIES

continued

motorists, yellow-tinted night driving spectacles have not appeared at Earls Court before; they are shown this year on the Fish Optical stand.

Mirrors are a strong note in the galleries this year, especially the wing mirrors which are being so generally fitted these days. The round wing mirror is seen with an extraordinary variety of pillars and mountings, and the interior dipping mirror which, by a lever or switch, changes to a smoked and undazzling image at night, is another popular type. A simpler version of this idea is shown by Barnacle—mirrors with a two-sided glass, which can be simply turned round for either day or night use. The current vogue for more, or at least better mirrors, probably reflects increasing road congestion and there are, of course, rumours of legislation about mirrors. It is pleasing to see such good finish and chromium plating on the mirrors at the show.

Also aiding visibility are the windscreen washers, the powerful ones of Trico-Folberth and Lucas and the simpler ones, plunger operated and with polythene reservoirs, of Tudor. Remax introduce a very small and inexpensive one at the Show. It is operated merely by squeezing the polythene flexible bottle which holds the water; the capacity seems small, but should last for a winter's journey.

Heaters are closely related to comfort. In the galleries, Smiths Motor Accessories show the powerful, built-in model which is fitted, or at least provided for, by many car manufacturers; and also the recirculatory heaters which can be fitted to any car with the various model kits supplied. Delaney-Gallay have added to their range a new model, designed for the current versions of the small Fords, and have also a simple heat exchanger for fitting to the top radiator hose of the Popular. The powerful circular heater range is continued. Clayton-Dewandre have all kinds of heaters, all based on the



The new small wind-screen washer of Remax. It is operated by squeezing the flexible plastic bottle.

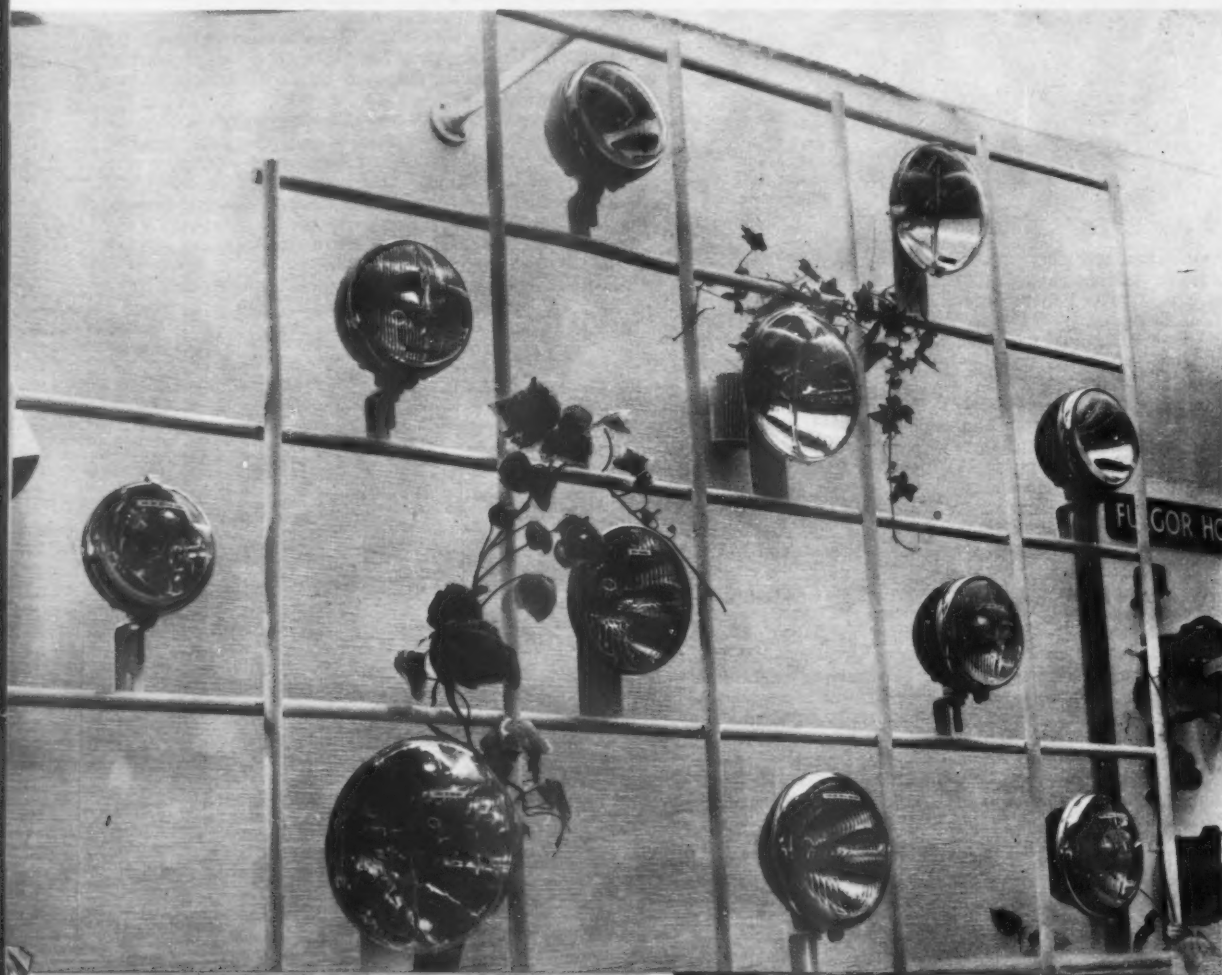
"C-D tube", which is surrounded by masses of wire loops.

These tubes are also seen on the stand in the interesting Winn racing car radiator, in which they are merely pushed into rubbers in a header and bottom tank of light alloy and are quickly replaceable by hand.

Key-Leather show a new edition of their popular heater, a recirculatory model which, in some cases, has provision for a partial intake of fresh air, and various fitting kits, including one for the rear-engined Renault. Tudor have the current edition of the heater which takes in warmed air from the car's own radiator and speeds it by fan, and Weathershields have a simpler model. In some classes of accessories, one gets a surprising uniformity between various makes, but this is not so of heaters, which are surprising in their diversity.

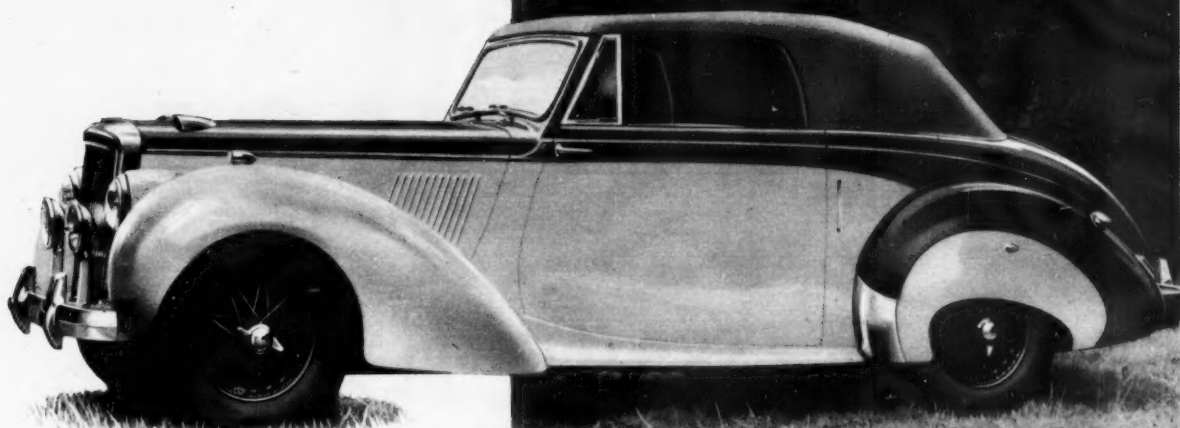
There are several examples of the friends and allies of the interior heater, the radiator blinds. For it can safely be said that the smallest heater with hot water in it is better than the

A beautiful panel of lamps on the Marchal stand, some flush-fitting and some with their own bodies.



THE AUTOCAR, 29 OCTOBER 1954

Sheer elegance



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ACCESSORIES

. . . . continued

The Bond Street note at the Show—one of the stands where a wide variety of choice seat cover materials is displayed.



Butler's Saucer lamp has the bulb and bulb holder in the lens, facing rearwards to an uninterrupted reflector.

biggest with cool water. The Imperial blind of Broadfields has an improved control—a stout ball chain which, at the fascia end, has a ratchet roller control, released by a knob, the whole housed in a neat unit. In models intended for some wide radiators, slats to prevent chafe are a recent modification to the blind. The Key-Leather blind at the Show is associated with a radiator thermometer as an inexpensive extra, which seems logical; it has a stationary blind fabric and a travelling roller cage, in a channel frame.

Why is it, by the way, that the instruments shown by the instrument people are so neat, round and extremely legible, while so many of those seen in the facias of the cars in the hall below fall somewhat below these standards? But business is business, and if a large contract requires an instrument to be a narrow gold-speckled strip with a pink pointer . . . business is business, it is to be supposed.

A good new idea in instruments, by Smiths, is the car clock which has the winding and regulator knobs set in the face, where they can be got at very easily. The same company shows what they call "black lighting."

Among the dampers at the show, it is interesting to see that Newton have sought to remove a disadvantage of modern hydraulic dampers which early and primitive forms of damper did not have—the impossibility of adjustment, except as an engineering job of changing the valves. They show on their stand a new telescopic damper, adjustable by rotating the upper half of the casing, and this is particularly interesting in light of the fact that Newton make short-travel telescopic dampers, applicable to the short travel and somewhat lively suspension systems.

An interesting device for one particular short-travel suspension, that of the Ford Popular, the old Anglia and Prefect and, of course, "specials," is shown by Andre Components. This is a split front axle i.f.s. conversion which seeks to use Ford parts to the maximum extent. The design is interesting: instead of stiffening the existing spring to make up for the greater wheel-versus-spring leverage exerted by a split axle, a second transverse spring is incorporated. The same firm



shows the recent application of Telecontrol to the lubricated friction telescopic damper.

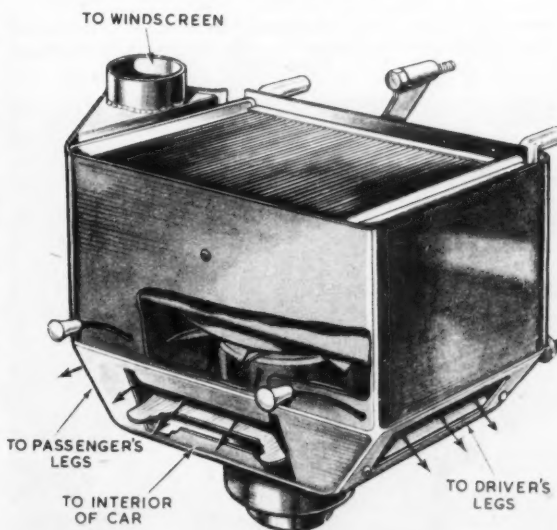
Besides power-assisted steering gears, Girling show improvements in the disc brake—purely at the prototype stage—and a steering damper. The last device may be seen in conjunction with the popular rack and pinion steering, which has less self-damping than other systems.

An interesting point about the powered steering gear is that light pressures and movements of the steering wheel do not bring the power into play; it comes in only when there is appreciable resistance. Power is supplied by a constantly working hydraulic pump. There is also a Woodhead-Monroe powered steering gear on the Jonas Woodhead stand.

Another application of servo assistance is shown by Clayton-Dewandre, who have a compact little automatic chassis lubricator. It has a train of gears, giving a great reduction and driven by a "speedometer cable" flexible drive: this uncovers valve ports to the 12 oil delivery pipes available for lubricating chassis points. Oil pressure is supplied by a piston powered by vacuum servo from the inlet manifold. The unit is compact, no larger than a fist, and quite straightforward, while its connections are, or can be, flexible, so that it is easily located by the chassis designer. There is no doubt that wider use of automatic chassis lubrication, at present confined to a few top quality cars, would be welcome to motorists.

Simms Motor Units have an interesting fuel pump for diesel engines, quite different from the usual in-line unit. It is a

A new heater of Delaney-Gallay is designed particularly for the current Ford Anglia and Prefect.



ACCESSORIES . . . continued

the freedom from thickening when cold, possessed by their Q5500 oil.

All the battery people are showing their heavy duty batteries with tough cases, and with porous mats between the plates, using the new materials which have come forward of recent years. Exide have sunk all the connectors between cells, so that they are flush with the top of the case, in many Silver Exide models, and this is said to reduce not only the height of the battery but also its weight. The links remain accessible for voltage testing of the cells, and repair is not complicated thereby.

New materials are important in accessories. It is the development of the hard, tough Diakon which has made practical the plastic "all lens" rear lamps which are shown by so many makers.

The public enquiry about anything in chromium is often, "Will it rust?" Plating is in fact generally improved this year, and the improvement should continue unless material shortages return.

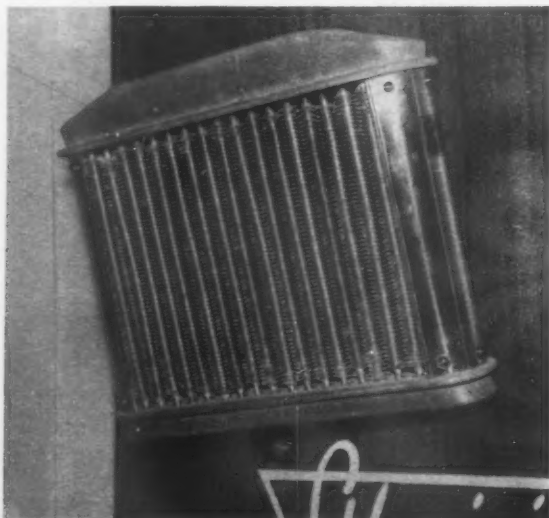
It is most unusual at the London Show for tyre makers to reveal so many new models as they have done this year. At the very last moment, Goodyear announced that they were producing a tubeless tyre: Dunlop, India and Firestone were already known to be doing so. They showed it with a number of nails driven into the tread, and with a pressure gauge connected to demonstrate that there was no loss of air. This property of air retention when a nail comes through is not achieved by any thick or soft inside lining, but by certain properties in the build of the carcass of the tyre. Firestone, in their tubeless design, which is already in production—although its arrival was announced at the Show—use what they call a safety liner, bonded to the inside of the carcass, to give puncture resistance. Incidentally, development of the tubeless tyre started in America in 1951. India also use a bonded inner liner.



A panel of cast and engraved chromium-plated mascots on the Desmo stand.

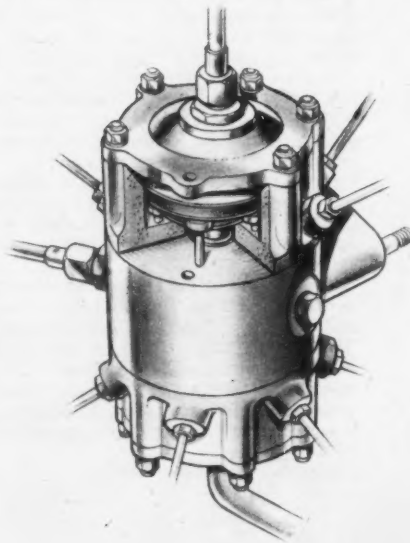
vertical rotary model, using a single cam, and is smaller and simpler. A transparent Perspex model, several times life size, is used to demonstrate its working. And it may here be remarked that this is only one of many praiseworthy working demonstrations and cutaway models which component suppliers use on their stands; there are commendably few where a mere row of bits stand dumbly and uninvitingly. Duckhams have also taken trouble with their display, using working oil test apparatus on the stand. Rather fascinating is the row of wheels, rotating slowly in ice-water, while lagging steel balls in their transparent rims show the varying viscosity characteristics of the lubricants within. The rig is used to demonstrate

Winn light alloy racing radiator shown by Clayton-Dewandre. The cooling tubes are a push fit in rubber sockets in the upper and lower tanks.



New finned brake drums of light alloy with bonded iron liners, shown by Wellworthy.

Clayton-Dewandre's new automatic chassis lubricator. The vacuum servo line and vacuum servo are at the top of the unit, the oil feed and valve port gear in the lower part. Pipe lines to chassis points emerge all round the unit.



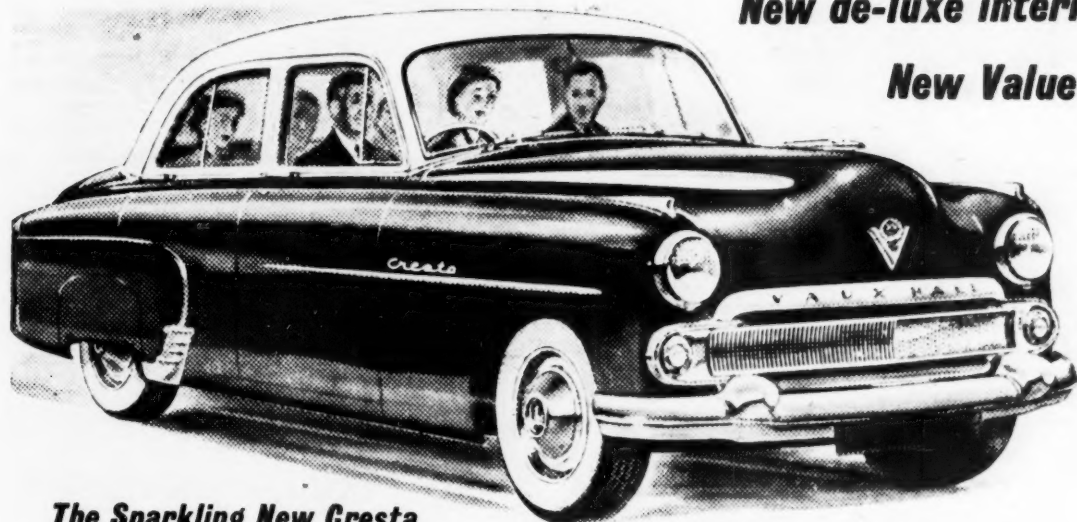
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New styling!

New colour schemes!

New de-luxe interiors!

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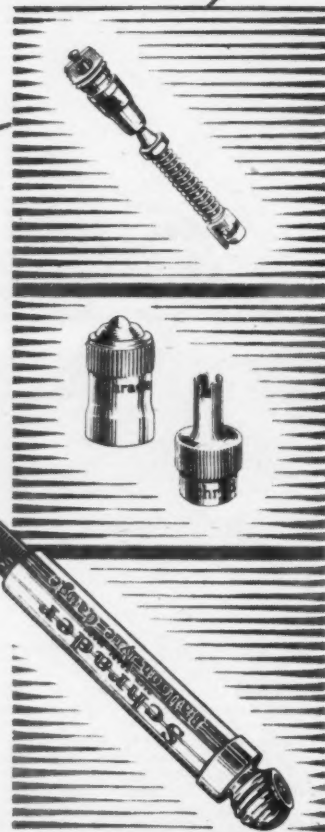


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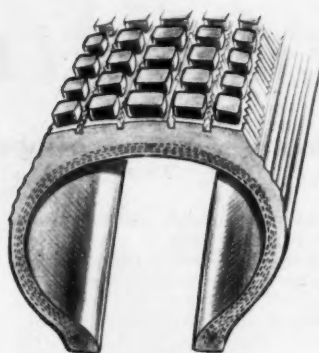
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MOTOR SHOW

**STAND
355**

AVENUE F



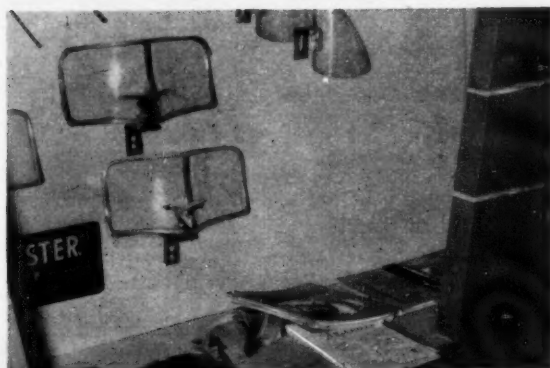
Snow studs superimposed on a normal tread in a new Dunlop tyre.

The new Nobby auxiliary lamp, which has a dipping bulb and switch, is a dual purpose lamp. It is shown by William Clark.

ACCESSORIES

Pirelli prominently display a high speed tyre for speeds up to 120 m.p.h.; Avon show racing tyres for Aston Martin; Dunlop have racing and sports-racing tyres; and Michelin have a cut-open version of the distortion-free X tyre, to show its carcass of arched cords and wire-woven tread foundation.

The greatest range of the less familiar in tyres is, however, for mud, ice, snow, or for periods of running on hard roads. The choice available at the Show has become very great. There are "knobbles" with continuity treads and stepped walls for hard-road running but wide spaces for soft surfaces; others with close patterns of tall studs which have enough squirming action to keep their spaces clear of snow; and others with multiple slicings. Dunlop show a novel snow



Wide plough-type insect deflectors for bonnet mounting, shown on the Key-Leather stand.

tread: studs are moulded on to the circumferential, zig-zag edged tread bands of the familiar normal Dunlop tyre, so that when one's snow studs are worn off, one is left with a normal tyre! They have the usual multi-studded snow tread, too.

Parsons, the chain people, have a fine stand display, in which little model vehicles (with chains) descend and ascend formidable trunk road slopes of hard-packed snow, while a wrecked and overturned model lies on the road verge. It is flanked by examples of full-sized chains, with their rust-resisting bronze finish. Another tyre exhibit is in the garage equipment section, where Tyresoles have examples of the new "retreads." The word must be used in quotation marks now, for a new process makes it possible to re-rubber the tyres right down to the beading walls as well as the recovery of treads.

Luggage roof racks are not fully represented in the galleries, for this is one of the classes of accessories which are made by a number of small firms which do not exhibit at the Show. But Parr Equipment have their interesting rack which can be completely dismantled, when it will go in the luggage locker—or in the attic—in a pack no larger than a set of golf



continued

Notek's bright Nearlite and Farlite fan and pencil beam lamps.



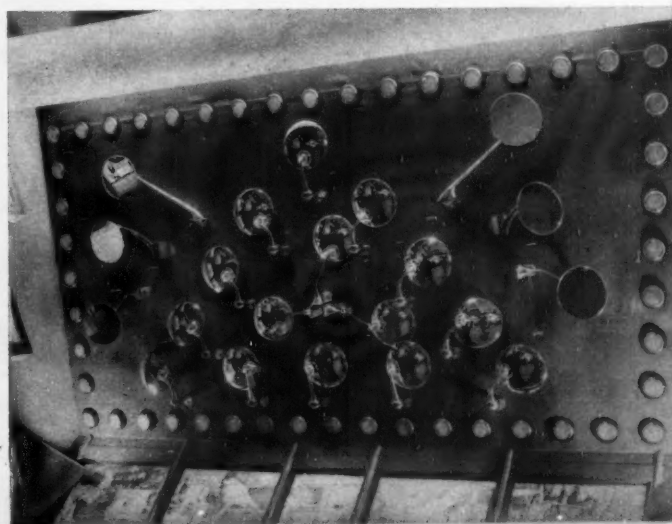
clubs. They have also a simple luggage rack, a plain grid, which is inexpensive. Eversure have a very soundly constructed new edition of their luggage rack. It has a good capacity. This firm also shows low hydraulic jacks, a very convenient and useful thing for motorists with older cars, whose own jacks are recalcitrant and extremely treacherous. Lake and Elliott, also, have a hydraulic jack which has a very low base and a very high lift.

Another stand which ministers to those troubled with the "bugs" which develop in older cars (and are sometimes born with new ones) is that of Douglas Holt, and it has always a little crowd of the curious. These preparations—compounds for curing leaking radiators or stopping minor non-structural cracks in cylinder blocks, water-borne oils for a squeaking water pump, metallic putties for building up damaged or eaten away bodywork, and a host of other things—are a little alarming to many visitors. A suspicion of the Patent Medicine, perhaps? But in fact, they are in general and successfully used among experienced motorists and garagemen, and are good industrial chemistry.

A wonderful display, this year, with more of interest than ever before. The accessory exhibitors may well be proud of the numbers of visitors they have attracted and instructed.

J. R. DAVEY.

Gleaming wing mirrors on Wingard's stand reflect the passers-by in their lenses and in their plated backs.



From HAMELIN to

The Flowers, the Colour, the Display, the Sheer Profusion of the Show, leave the

IT is as though a modern Pied Piper has travelled from Hamelin out of his native land, enticing the leading cars of the world with the charm of his pipe as he roams, and depositing them at last in the exhibition hall at Earls Court. That is a first impression of the Show; one feels humble in front of this spread of colour—and looks a little lost, as do the cars themselves in the vastness of the ground floor. The next impression is one of flatness, and even with the crowds milling round each stand and up and down the aisles, there is still that vastness. Yet in the centre a statue of winged Mercury has flown to the top of a tall Festival of Britain type erection which looks as though it should dominate a fountain, but does in fact cap some ingenious signposts to help the lost and not too sure. He has wings but cannot fly; similarly, the cars he guards own between them a huge unleashed store of b.h.p., not on this occasion to prove its power on the roads.

Kaleidoscopic

Dark red, cream and blue banners swing proudly in the breeze, like knights' banners, above the writhing ground floor mass. The clean smell of fresh flowers reminds one of a florist's shop, and draws the attention to a beautiful and varied display of colour. A black Jaguar Mark VII Type M saloon revolves slowly on a chequerboard green and light green base; round it a circle of bright pink cyclamen startle one by their contrast. As with all modern exhibitions, stand displays follow the spindly trend of modern furniture and art—and very effective the result is, too, married happily with the lines of the modern cars on their polished parquet base. All colours dot the floor: reds, greens, blues of every shade—light, dark, medium; clear, shiny, muted. Creams and more sober blacks, too—a display of black and white Austin cars, the colours selected by Kay Petre, the firm's colour consultant. The A.50 has an all cream outside with black contrasts in the interior, and the new Westminster, with its exterior as well black and white, partners it like a pierrot ready to do a *pas de deux* with his pierrette. Another lovely colour combination is the Bristol 405 drop-head coupé which has an ivory exterior, as have all models on this stand, and deeply contrasting upholstery, almost a turquoise. Then there is the new Vauxhall Cresta mounted high on a lighted pedestal, with a two-colour finish of cream and Kingfisher blue.

The Vauxhalls have lost their whiskers in the front now, and have instead a neatly styled radiator grille with restrained vertical lines. I admired the beautiful red of the Velox, with its curved windscreen.

The modern trend is towards dual tone finishes, and I was surprised that there were not many more two-colour schemes at the Show.

A woman looks bored trailing round with her mad keen husband, for she cannot share the male's enthusiastic interest in o.h.c., de Dion suspension, or the re-emergence of the hemispherical combustion chamber. So why not leave the dull performance statistics to him, and wander round looking at just what she wants to see? Most women have decided views about the car interior in which they travel so often, even if to them the outside just, "looks boxy". They will want to see the famous Daimler limousine coachbuilt by Hooper, with its silver grey silk brocatelle upholstery in the rear compartment, which also contains a cabinet housing glasses,

Wedgwood china cups, picnic equipment, and a cocktail cabinet—quite safe in the passenger side of a chauffeur-driven limousine! Like the writing of a cub reporter overgrown with too much verbiage and tautology? Maybe, but still a sensation.

Then there is the delightful novelty of a Hillman car encircled by a cincture of microphones. The person who seizes one of these is treated to a dissertation on the qualities of the Minx in the voices of Bebe Daniels and Ben Lyon, while the car slowly revolves and its engine goes up and down like a decelerated Jack in the Box. I was so delighted with the American accents that I had to go back to make sure that the car was indeed a new o.h.v. Minx. . . . Also on the Hillman stand a Husky is suspended high in the air and its model passengers pop up and down, the rear ones taking turn and turn about with masses of goods tucked into its spacious back. I liked, too, the immense capacity of the Standard Ten estate car when the back seats were folded down. The upholstery is royal blue, the exterior grey. The Standard, incidentally, has a steel-panelled body; and to my mind this is more tasteful than a combination of wood and metal, though the estate car tends to gawkiness in any material.

Standards are awake to how much feminine taste influences the potential car buyer. On their stand two well qualified drivers give advice to the female customer.

Showgoing is necessarily a hit or miss affair, and however much one wants to get inside every car on the floor, time as well as physical limitations make this an impossibility. Of the cars I tried, full marks to the Hillman Californian, the Morris Oxford and Cowley series, and the M.G. Magnette for allowing me and my skirt to get in without a terrific tussle. The M.G. TF really had a grudge against me, I think, but then it is a sports car and probably not very well disposed towards women. And I do understand that many drivers like to hug a wheel for speed purposes.

The M.G. stand seemed a mass of unbodied engines, no doubt interesting when you have time to study them closely, and probably a pointer to the keen motorist who may be expected to become an M.G. consumer (not literally, of course).

I was anxious to become better acquainted with the M.G. Magnette, and a second encounter confirmed the impression of quality and good taste which I had gained previously. The



M.G. MAGNETTE: "A second encounter confirmed the impression of quality and good taste which I had gained previously."

EARLS COURT

Feminine Head Spinning. By SHIRLEY CARPENTER



GROUND FLOOR: "Even with the crowds milling round each stand and up and down the aisles, there is still that vastness."



green upholstery toned with its beautiful soft green exterior, too light for bottle but dark enough to refute any comparison with peas. Its polished wood facia, and comfortable seats which are yet firm enough to keep their shape, add to the air of dignity and confidence. There is plenty of room at the back, although the passengers dangle their feet in wells beside the propeller-shaft tunnel, but this is a feature one must accept in all cars which have a low centre of gravity—safe cars, too, incidentally.

Another well-known quality make is the Rover, whose good reputation need hardly be recalled. There is plenty of room here, too, but I was disappointed in the red leather upholstery of the 90 finished in ivory, which did not look as good as its smell said it should be; also, the ivory piping, I thought, had a slightly cheap air. I liked the Rover in two shades of green on the Pressed Steel stand.

Not being particularly *au fait* with competition cars and racing, the one-sided cockpit of the Jaguar D type model in British racing green gave me a shock of surprise. Yes, in a place where one cannot conceivably be conscripted into the driving seat, it is quite safe to look at high performance cars; I could gaze without fear right into the protruding lower lip of a

Kieft and the beetling brow which sheltered head and side lights of a coachbuilt 2½-litre Allard. One can almost distinguish racing cars by the smallness of their radiator grilles.

How nice it is to be able to see the interior of a car properly—but perhaps strip lighting would not be very practicable in normal circumstances, though as one who habitually scatters her belongings to the four quarters of the world, I gave several envious glances towards the many well-lit interiors.

The 4.6-litre Daimler Regina limousine was rather a surprise, with its American-influenced wrap-round rear windscreen. Its grey upholstery shone with a golden tinge in the light.

The Lanchester Sprite, I was told, is a lady's car, with its automatic transmission giving two-pedal control. No—this driver prefers a gear she can "feel" even if the result of changing it is not always as smooth as it might be. My chief impression of steering column gear control which I sampled at the Show, was that the lever felt "loose" when it was engaged, although I do not find this with the Morris Oxford which I normally drive. The Vauxhall steering column lever felt quite firm in its three forward positions too. I did notice that most of the better quality cars still held the central change.



MISS BETTY HAIG: "Well qualified drivers give advice to the female customer."

ESTATE CARS: "I liked the immense capacity . . . when the back seats were folded down."

but not in the colour reminiscent of childhood aniseed balls which shines in metalescent glory from this Show example. What a contrast, the lovely rich dark red of the Zephyr!

A welcome change from car-combing is provided by the British School of Motoring stand. A static trainer in the form of a facsimile driving seat, which can be adapted to parallel the controls of most modern cars, faces a lighted picture of busy crossroads. The operator flicks a switch and various things happen, such as a lit dachshund which walks off the pavement in front of a motor cycle; I was delighted to see his attendant schoolboy, complete with satchel, appear beside him a few minutes later. Then the lights changed, a car made a wide corner and swung out almost on to our side of the road, and so on. The B.S.M. use this to give pupils what they call static training.

Static Accident

I was eager to try this trainer, and it was a peculiar sensation working the controls but not having command of a car. I was just congratulating myself on having an emergency reaction time of five-tenths (the average is seven-tenths) when the demonstrator calmly told me that I had just turned the car right over in swerving to avoid the dog. . . . Also on this stand one can see the dual control type of operation used in the school's learner cars; all B.S.M. instructors are taught to handle dual control in their training course. Some of the equipment used to teach disabled drivers is also on show; it is ingenious, too.

Maybe it was childish, but I did like the tiny black and white imitation road signs spaced at intervals on the revolving Wolseley Six-Ninety turntable, airing the chief virtues of this new model. The Six-Ninety, incidentally, has a pleasing appearance.



FROM HAMELIN TO EARLS COURT

Use of press-button door catches is widespread, and these seemed efficient; but oh, how many doors refuse to close, first time at least, at the push of a female hand!

The pendant throttle pedal on many cars, including the Simca, the Renault Frégate and the Hillman Californian accommodates the foot comfortably, though whether it would keep its promise in practice is difficult to tell. The Hillman Californian has the additional recommendation of a wrap-round rear window, thus eliminating the blind spot which worries one on many cars. Vision all round seems good, and whether the reported disadvantage of sun pouring down on the heads of back occupants could ever be a serious disability in England is a matter for conjecture. The model I saw had two doors.

There seems little to choose between the "juniors". The Standard Eight has more room in the back, although the Morris Minor and the Austin A.30 have less utility upholstery. I would prefer my back-seat passengers in any small car to be mountain men (or women) with appropriate stature. All the British babies have a polish about them which shows that, even in the cheapest of the range, manufacturers pay attention to detail.

The new Ford Anglia is economical inside. The leather-cloth upholstery has an air of quality—the seats are comfortable but firm enough to give promise of long life. Yes, a good car to have,

continued

Many and varied are the foreign makes represented, from the Czechoslovakian Skoda saloon to models from the other side of the Atlantic with their wide appeal. The Skoda itself seemed to me not so well finished as, say, the German car in general. Its upholstery looked like cheap leathercloth. Demand must influence design, and no doubt this saloon serves a utilitarian purpose in eastern Europe. Its style could not be described as artistic.

Makes from western Germany reflect the Teutonic painstaking conscientiousness. The Borgwards in particular have an air of quality and comfort, inside and out; I was impressed by the hugeness of their wrap-round windcreens.

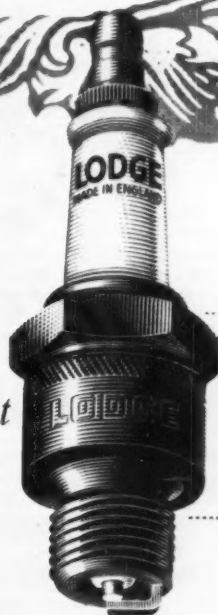
Round the Mercedes 300SL sports coupé was such a crowd that one would be pardoned for thinking that a new Roman temple had been discovered under the floorboards at Earls

STATIC TRAINER: "A facsimile driving seat . . . faces a lighted picture of busy crossroads."





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FROM HAMELIN TO EARLS COURT

continued

WELL-LIT INTERIORS: "Perhaps strip lighting would not be very practicable in normal circumstances."



Court. But I did manage to see that it was in metallic silver, and that the doors opened upwards.

My eyes fell on the tail end of a large powder blue coupé and travelled along its lines in a wide arc until they reached the front. This was a Cadillac, and it had a pretty blue and white interior. Straps are provided for the passengers of the Hudson Italia with its pleasing Italian styled body. One could be pardoned for wondering just how fast the car can go . . . I was pleasantly surprised by the front view of a dark maroon Cadillac, widely splashed with chromium. From the side view, however, one had to resist an urge to fix two propellers on the blunt nosed shafts which stuck out forwards.

Stepping into the little 2 c.v. Citroën gives the feeling that one's recent diet has consisted of too much apple pudding and cream cake. The floor is, of course, demonstrating the efficiency of the model's all-round independent wheel suspension. The 2 c.v. may not be a happy car from the styling angle, but its seats are comfortable on their base of rubber-sprung bands. The model was designed to answer the needs of French farmers and suchlike wanting an all-purpose sturdy vehicle, and there is no doubt that it admirably serves its purpose. The model I tried had a sandy-beige exterior with red upholstery.

The Light Fifteen Citroën near it caught my eye with its peacock blue finish, almost the colour of Esso paraffin, complemented by sand-coloured upholstery. It reminded me of

an invitation to step into King Neptune's parlour.

One thing which struck me with these foreign cars was that many seats dipped backwards into a deep trough. A comfortable passenger position, that should be.

The Renault 750 is a workmanlike saloon in the small engine capacity range; I like the easily operated light switch, flicked by the hand. Another car of French origins, the Renault Frigate, is more of the luxury class, has a curved windscreen, steering column change (as against the 750's central lever); there is more room than in its smaller brother and the interior and fascia layout are neat. The Frigate has an engine capacity of 1,996 c.c. The Simca Aronde is another car which can be well satisfied with its birthplace; but why does its plastic fascia not live up to the good standard of the rest of the interior?

A logical evolution in foreign car tasting is to the stands of those makers who come from Italy, a country famed for its art and architecture. I have always had an affection for Alfa Romeo models, and this firm's display is no disappointment. The curves start down at each end, move up rhythmically to take in the passenger compartment and smoothly down towards the rear. Viewed from the front, the Alfa appears to be coming straight for you at full speed. Yes, they are beautiful and I particularly liked the contrasting emerald green upholstery to the black exterior finish of a 1900 Super Sprint model. A pity the Alfas were locked.

WOLSELEY SIX-NINETY: "Maybe it was childish, but I did like the tiny black and white imitation road signs."



DECOR: "The clean smell of fresh flowers reminds one of a florist's shop."

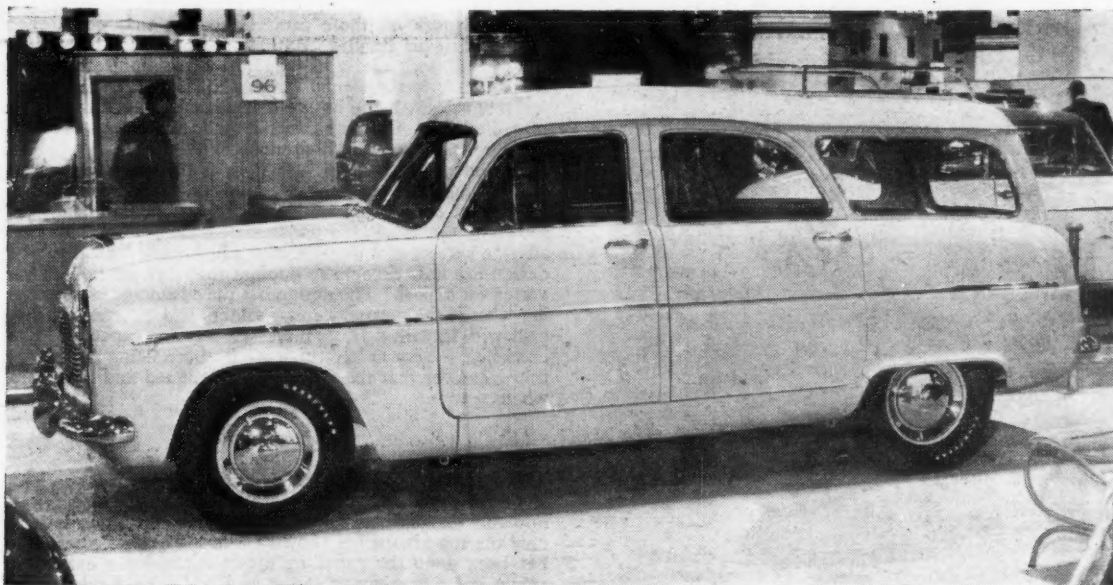


In a glamorous atmosphere of exotic plants, fine leather and rare woods are to be found the ambassadors of Britain's coachbuilders. Some of the highlights of these and the less rarefied—and infinitely more sought after—quantity producers are discussed on the following pages.



Above: Hand-woven, silver grey silk brocatelle, Wedgwood china cups, English cut crystal decanters and a silver dressing table set form part of the lavish equipment in the Daimler DK400 touring limousine on Hooper's stand. Above, right: An unusual rear wing treatment, terminating in fins, is used on Freestone and Webb's Bentley sports saloon. Below: The head for E. D. Abbott's convertible Bristol 405 is lined with a soft fawn material. The car, as can be seen in the photograph, has extremely clear cut and striking lines.





A popular addition to the varieties of estate car available is this Ford Zephyr conversion shown by E. D. Abbott, of Farnham. There is no indication that the car was not designed and built as a whole.

THE predominant impressions gained by wandering through the glittering aisles of the specialist coach-builders' stands at Earls Court this year are the flawless perfection of the workmanship, the timeless elegance of the style upon which the specialists have settled and the amazing degree to which creature comforts can be provided in a car. There is nothing transitory about these bodies; nothing which, next year, will be abandoned in favour of some new quirk of styling. Those who are prepared to pay the large sums of money asked for them can do so in the knowledge that, in many years' time, the cars will still look modern.

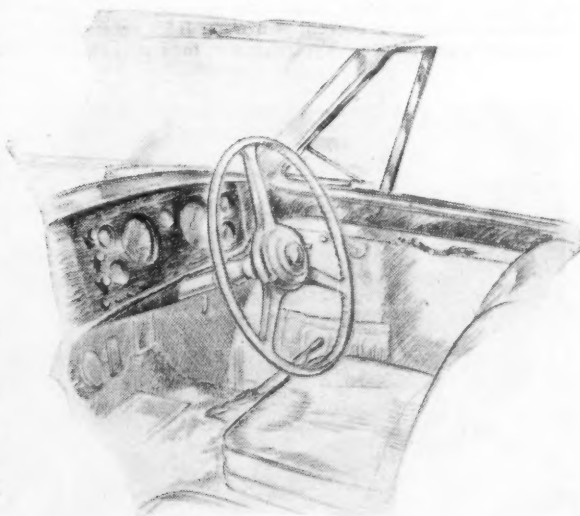
Most luxurious is the Daimler DK 400 touring limousine on the Hooper stand. For the past three years this firm has shown one fabulous car which has been a talking point wherever the Show has been discussed. Though these

cars have a market, they are built principally for their prestige value—a rôle in which they enjoy no little success. The characteristically Hooper styling—in which the rear wings are completely suppressed and the front wings sweep back past the rear wheels—is used, the car being finished in royal blue with six-pointed silver stars on the side panels. The cabinet work in the rear compartment is carried out in aluminium alloy and covered in crocodile skin, as are the fascia and steering-wheel rim.

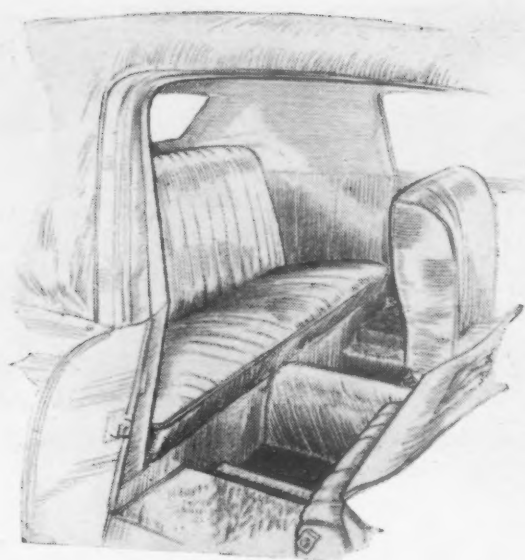
The ever-attractive razor-edged or hard-edge treatment, a heritage from the days of horse-drawn carriages, is much in evidence—not, as was seen before, and immediately after, the war, throughout the car, but in conjunction with curved wings. It is particularly suited to the roof and luggage locker lines and has the advantage of increasing the space available inside the body and locker.

QUALITY APPARENT

SPECIALIST COACHBUILDERS'
CREATIONS; HAND BUILT TO
STAND THE TEST OF TIME, THEY
SHOW THE PERFECTION OF
WORKMANSHIP THAT IS THEIRS
EXCLUSIVELY



On the new Park Ward Bentley Continental convertible, as on the saloon, the walnut fascia panel can be lifted away, after four screws have been removed, to give access to the instruments and wiring.



The E. D. Abbott convertible coachwork for the new Bristol 405 has a neat headlining, an unusual feature with this form of collapsible head.

QUALITY APPARENT . . . continued

Noticeable in all styles, except where the rear wheels are submerged within the side panels, is the tendency not to fit rear-wheel covers. In the years following the war many coachbuilders fitted covers which, beautifully fitting, swung out on hinged arms when it was necessary to change a wheel. H. J. Mulliner's Bentley Continental no longer hides its rear wheels and looks all the better—if that were possible—for it. The Park Ward saloon and convertible coachwork for the Bentley Continental chassis are worthy additions to the high standard set by H. J. Mulliner's original body. The drop-head coupé is particularly attractive, finished in silver with dark—to artists—Winton green upholstery. Typical of the attention to detail on these cars are the little runnels set across the bottoms of the front ventilator windows to prevent rain water from entering the car when these are open. Typical, too, of the individuality of

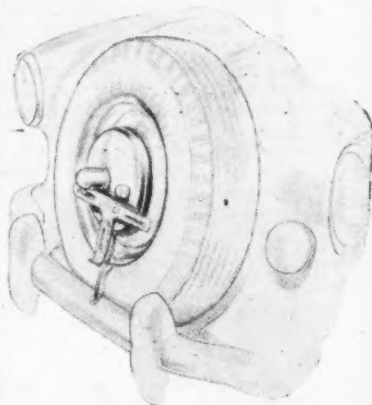
the coachwork on these cars is the fact that one owner decided that his Bentley Continental would look better if it were fitted with the standard, higher radiator rather than the squatter one designed for this model. Another owner felt that the small fins on the rear wings might, with advantage, be larger. In both cases H. J. Mulliner were able to carry out the necessary alterations.

In evidence throughout the Show is the increasing popularity of the estate-car type of bodywork. The Ford Zephyr conversion carried out by E. D. Abbott, of Farnham, and shown on their stand is a particularly good example. Originally the subject of a draughtsman's lunchtime "doodle," the design has now become so popular that cars are being converted for export. The design has the advantage of combining what is the normal Zephyr saloon, and the comfort that goes with it, with a vastly increased carrying capacity. The extension is very neatly carried out, there being no indication whatever that the car was not designed and built as a whole.

Isolationists

The Rolls-Royce and Bentley radiators, which for so long stood on their own, seem quite amenable to being faired into the valance between wings and radiator shell, leaving only the top few inches showing. In every case where this has been done the panelling meets the radiator extremely neatly and a thin piping serves as a seal against rain water. The Rolls-Royce Silver Dawn on James Young's stand is a particularly good example of the craftsmanship and skill in this treatment.

Among the new body styles is Freestone and Webb's sports saloon Bentley. This car is one of several at this year's Show which have their rear wings swept up into small fins—the E. D. Abbott Bristol convertible, H. J. Mulliner's Bentley Continental and Park Ward's two Continentals also using this wing treatment, apart from several cars on the manufacturers' stands. Though the fins are scarcely large enough to have any marked effect on directional stability, they are indicative of the trend with faster cars, and



The little Nash Metropolitans (hard top and convertible) on Fisher and Ludlow's stand have an ingenious mounting for the number plate on the spare wheel nave plate. Behind the nave plate is a lock to prevent theft.

New four-door sports saloon coachwork for the 3-litre Lagonda, by Tickfords. Detail equipment includes ventilating windows on all four doors and front seat backrests which are adjustable for rake.

are an attractive styling point. The Freestone and Webb Bentley is one of the few specialist bodies using decoration for its own sake. Three chromium-plated strips are used on either side of the radiator to break up the expanse between radiator and head lamps. It is felt that these are not altogether in keeping with the dignity of the car; the same effect could have been achieved by raising the air intakes for the heating and ventilating system.

The specialist coachbuilders have always been noted for providing an unusually good range of driving vision—helped by the fact that their bodies have as a foundation a substantial chassis frame which, unlike integral construction, does not rely for part of its strength on the roof and screen pillars. The pillars are, therefore, of such a thin section that the driver can look past them without obstruction; in some of the cars they are made of cast aluminium. Curved glass windscreens, too, have helped towards good visibility, the screen pillars being placed farther back. The introduction of curved glass for rear windows, too, has helped to give a large area of glass without spoiling the lines of the car. On several cars a heating element is combined with the glass of the rear windows to avoid misting. Exceedingly fine wires—virtually invisible—are incorporated in the glass; this idea has not been used for windscreens because of the dazzle that might be caused by oncoming head lamps at night.

Examples of both four- and six-light coachwork are shown, the latter giving better visibility but less privacy. When the rear quarters are left unoccupied by the use of four side windows they are often fitted with smokers' requisites or women's make-up outfits. Electricity is used even more than last year to raise or lower side windows and glass divisions. On the Hooper Daimler touring limousine there is an electrically operated sliding shutter for the glass roof panel over the rear compartment; all four windows, too, are electrically operated.

Restrained Colour Scheme

In general the colours are subdued; where red is used, as on the Bentley Continental, it is a restrained colour. This is in accordance with the tastes of their owners, and it is true to say also that a large car looks better in a discreet colour. The Hooper Daimler is the only car showing any alternative to the glossy cellulose treatment of the side panels. Perhaps this might lead the way to similar treatments or a return to the imitation wicker-work which was once popular, and still looks extremely smart on the rare occasions it is seen. Dual colour schemes are plentiful, Freestone and Webb's pink-beige and black Rolls-Royce Silver Wraith and Hooper's Silver Dawn in two-tone blue being particularly successful.

The coachwork shown by the larger companies, which specialize in series production bodywork, makes up in bright colours what the others lack. The convertible bodies on the Carbodies stand are particularly attractive. A Ford Consul, finished in black, has golden upholstery and hood. Though the car might be a little out of place among green fields it would be striking in town, and as transport to evening functions could hardly be improved upon. The Daimler Conquest Roadster coupé on this stand is a very good-looking car in its bright colour scheme of beige and scarlet.

The limited series production bodies, such as those by Vanden Plas for the big Austins, show great attention to passenger comfort and are very well finished. The lower halves of the door panels curve outwards to shield a running-board which is revealed when the doors are opened—and it is automatically illuminated.

A review of the Show's coachwork would not be complete without reference to the standard steel coachwork built

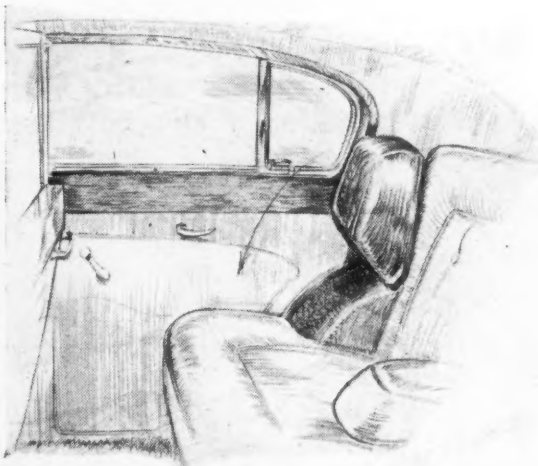


Shown on the manufacturer's stand is this striking white example of H. J. Mulliner's Bentley Continental sports saloon. Though this model has been seen at Earls Court for three years it attracts just as much attention and envy as ever.

by the manufacturers for the Rolls-Royce Silver Dawn and Bentley chassis. The combination of the razor-edged treatment of the rear part of the roof and the curved and well-domed wings—still separate entities—is very successful indeed. One tends to become accustomed to this design and to accept it without comment; it is, in fact, one of the most attractive body styles in use for these chassis.

Conservatism

The coachwork section is not—and never has been—one where revolutionary designs or startling styling changes can be seen. Slow changes take place; a front wing line is raised a little by one firm; another increases the body width slightly so that the wings become a mite less visible. One day, perhaps, these two gentle moves will result in a completely flush-sided style; by then the conservative tastes of the buyers will be attuned to the idea. But the elaborate provision for the comfort and convenience of the passengers is there. Interior heating and ventilating are general—full air conditioning is shown on H. J. Mulliner's stand—cocktail cabinets, vanity sets, picnic outfits, fitted suitcases are included in luxurious interiors with a painstaking attention to every small detail which is found in no other country in the world. P. G.



An indication of the attention to passenger comfort that goes into the Vanden Plas coachwork for the big Austins is this folding outer armrest for the rear seat.

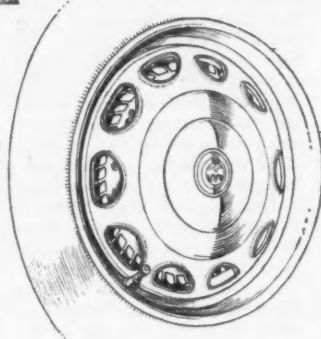


A REVIEW OF THE HIGH PERFORMANCE CARS ON SHOW AT EARLS COURT **SPEED**

PERHAPS there were some students of the cult of the super-sports car who thought, before the Earls Court Show opened some nine days ago, that there would not be so much to interest them this year. Notable absentees among the Continental exhibitors were Ferrari and Pegaso; in this country the Jowett, alas, is no more, nor was the Lea-Francis firm numbered among those staging displays of their latest products at the Show. And, unkindest cut of all, the very popular exhibition stands of racing cars, which were a feature of the last two Shows, did not appear in the list at all this year.

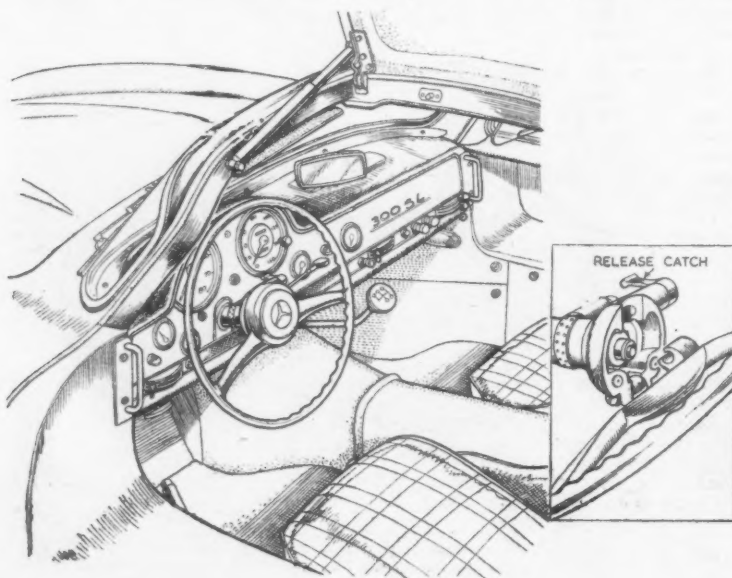
There was, therefore, some excuse for a feeling of disappointment in this specialized field—before the Show began. Yet when the doors opened and the crowds commenced to flood into the great hall, and it became possible to assess the display as a whole and to observe the reaction to it of the visitors, the predominant impression was certainly not one of disappointment. And during the run of the Show this impression has persisted and even increased; there is plenty to delight the eye of the connoisseur of cars in the design of which performance has been the main consideration.

The Alfa Romeo Giulietta Sprint coupé is the cynosure of many eyes at Earls Court. (Right) The turbo-finned front brake drum is visible through the perforated disc wheel.



It is always intriguing to reverse the accepted order of things—in this case, to start at the top and work down. At the Show, there are three cars with a very high performance indeed—well beyond that of any car previously offered to the public at Earls Court as a production model. These are the D-type Jaguar, the Mercedes-Benz 300SL, and the Aston Martin DB3S. As these represent three very different approaches to the same basic problem, they are well worth studying; they have almost only one thing in common—a six-cylinder engine.

The Jaguar has a 3½-litre engine, developing 250 b.h.p.; this is installed in a *monocoque* light alloy chassis, unique and very advanced in design. The front suspension is independent, by double wishbones and torsion bars; the live rear axle is located by radius rods and sprung by torsion bars. The Mercedes-Benz has a 3-litre engine using fuel injection in place of carburettors and developing 240 b.h.p.; the chassis is a space frame of round steel tubes of varying but quite small diameters. The suspension is independent by coil springs at both front and rear, the former by



Cockpit view of a tractable over-150 m.p.h. coupé—the Mercedes-Benz 300SL. The inset view shows how the steering wheel hinges to facilitate entry and exit through the gull-wing door.

wishbones, the latter by the swinging half-axle system. The Aston Martin (also of 3 litres capacity) develops 180 b.h.p.; the chassis is built on a basis of two large-diameter steel tubes. The independent front suspension embodies trailing links, while a de Dion layout is used at the rear; torsion bars are the suspension medium. There, in these three cars, are three very different chassis and suspension layouts, although the primary consideration in each case is maximum performance and the best possible road-holding; there was never a better illustration of the fact that in this important field of design finality and unanimity of opinion have by no means been attained as yet.

There are many other important points of difference in the designs of these three cars; for instance, the braking systems. The Jaguar uses disc brakes with an hydraulic servo system; the Mercedes and the Aston Martin both use large-diameter drum brakes with two-leading shoes at the

an air-cooled flat four 1½-litre, based on the A.J.B. crankcase but with Norton motor cycle cylinder heads, Alfin cylinder barrels and chain-driven twin-o.h.c. on each bank of cylinders. It is claimed to develop 110 b.h.p.

The new Austin-Healey 100S competition model has been a focal point of interest throughout the Show; it is the logical development of the 100, now well established in the public's affections. A new cylinder head, a high-lift camshaft and a compression ratio of 8.3 to 1 (together with suitable modifications to the lower half of the engine) combine to produce 132 b.h.p., an increase of 42 b.h.p. over the output of the standard unit. The disc brakes fitted to the 100S, and the neat central gear change on the four-speed gear box, are noteworthy points. Pride of place on this stand, however, must go to the fully enclosed and streamlined record-breaking Austin-Healey, with Shorrock-supercharged engine, which achieved over 192 m.p.h. at Utah

IS THE ESSENCE

front and leading and trailing shoes at the rear, but the German car has a vacuum servo to reduce the necessary pedal pressure.

As far as price is concerned, the Jaguar is easily the least, and the Mercedes the most, expensive; but it must be appreciated that the Jaguar is essentially a competition car, while the Mercedes-Benz 300SL is (if not as smooth and refined as the other models in the range) a practical and fully equipped fast coupé, with a remarkably flexible top-gear performance.

Many visitors to the Show will have had their fancy taken, almost as soon as they had got through the entrance doors, by the latest Alfa Romeo product: the beautiful little Giulietta Sprint coupé. This car, with its claimed maximum speed of 100 m.p.h. from an engine (with twin-o.h.c.) of only 1,300 c.c. capacity, should combine performance and economy to a remarkable degree. Interesting details to be observed at the Show are the neat lightweight perforated-disc wheels, and the helical turbo-finning on the front brake drums, those at the rear having conventional circumferential ribs.

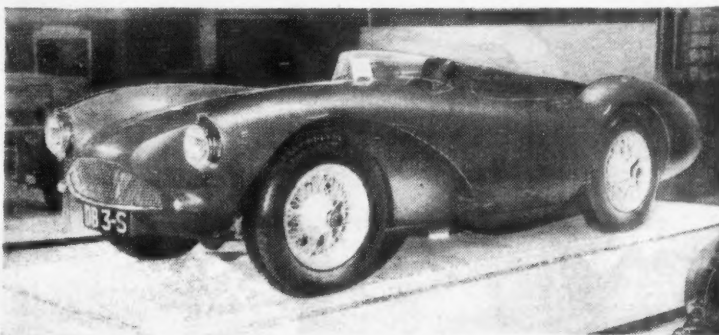
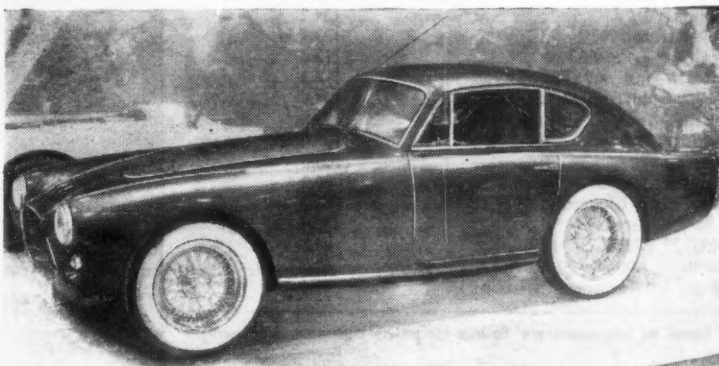
The field of the small sports car, always an interesting one, is well represented at Earls Court. The ever-popular M.G. Midget is represented by the TF model; the Morgan range is on view, and now that the Triumph TR2 engine can be obtained in place of the normal Standard Vanguard unit these cars have a very high performance. The Triumph TR2 itself (which can now be had in hard-top form as well as open two-seater) has built up an enviable reputation in a very short space of time, and for performance per pound spent must undoubtedly come very high on the list. Many of its components also appear in the Swallow Doretto, new to the Show, which has very shapely lines and equipment complete almost to the point of luxury.

Another make new to the Show is the Kieft, which is arousing much interest with its very light 1,100 c.c. sports two-seater. The engine is the single-o.h.c. Coventry Climax unit, developing 72 b.h.p. (and also to be seen on the stand of its manufacturers, in the section of the Show devoted to boats), while the very low, slim body is made of Fibreglass; the all-up dry weight of this car is stated to be no more than 10½ cwt. On this stand is also a most intriguing power unit;

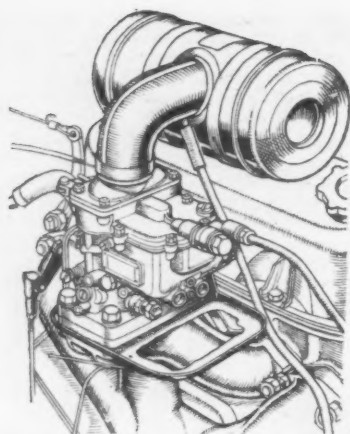
earlier this year. An interesting detail about this car is the fitment of an inbuilt fire-extinguisher; a perforated pipe runs round the engine compartment, and a gravity-operated switch automatically starts the apparatus in case of a collision; it can also be set off by a press button which replaces the horn button in the centre of the steering wheel.

The Frazer-Nash range of sports cars always draws its crowd of appreciative enthusiasts, and the Sebring two-seater and the fixed-head coupé are excellent examples of this well-tried design. The Le Mans Replica two-seater with which H. C. O'Hara Moore and John Gott won the 2-litre class in this year's Alpine Rally (as well as an Alpine Cup and The Autocar trophy) has a place of honour on the stand.

The Alpine Rally has its souvenir, too, on the Sunbeam



(Top) One of the prettiest little cars in the Show: the new A.C. Acea coupé on the Ace chassis, which has four-wheel independent suspension. (Bottom) Elegance as well as sheer speed is exemplified by the Aston Martin DB35 two-seater, now available as a production model.



For a high-performance version of a small touring car; the Fiat 1100 TV engine uses a large downdraught Weber carburettor.

stand, for there is a reminder there that the Sunbeam Alpine was the model with which Stirling Moss gained his third successive Alpine Cup, and therefore became the second person to qualify for the highly coveted gold replica of this distinction.

SOME INTERESTING POWER-WEIGHT RATIOS*

Jaguar D-type	...	...	...	277.8 b.h.p. per ton
Mercedes-Benz 300SL	...	...	...	240.0
Aston Martin DB3S	...	...	...	224.5
Porsche 550 Spyder	...	...	...	186.8
Frazer-Nash Sebring	...	...	...	186.7
Austin-Healey 100S	...	...	...	156.6
Kieft 1100	...	...	...	134.2
Alfa Romeo 1900C	...	...	...	123.2
A.C. Ace...	...	...	...	112.8
Morgan Plus Four (TR)	...	...	...	112.3
Lancia Gran Turismo	...	...	...	103.9
Bristol 404	...	...	...	102.8
Triumph TR2	...	...	...	102.8
Jensen 541	...	...	...	100.0
Swallow Doretta	...	...	...	99.2
Alfa Romeo Giulietta	...	...	...	82.7
Allard 2½-litre	...	...	...	72.8
M.G. TF Midget...	...	...	...	64.8
Sunbeam Alpine	...	...	...	62.9
Singer SM Roadster	...	...	...	61.9

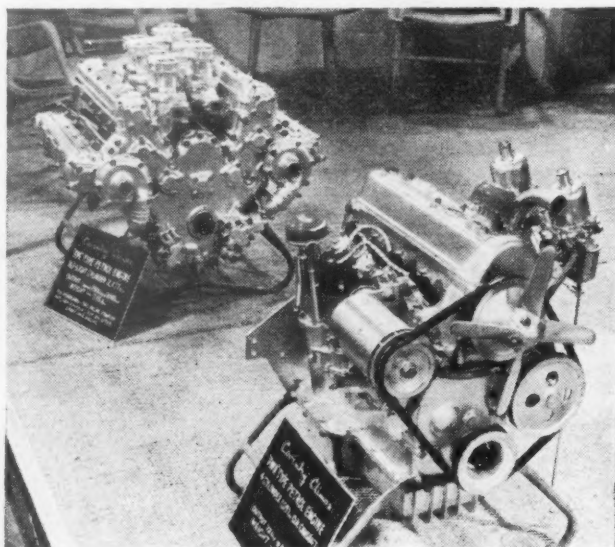
* Based on manufacturers' figures for power output and dry weight

SPEED IS THE ESSENCE

Quite one of the best-looking cars at Earls Court must surely be the elegant A.C. Aceca coupé, a fixed-head two-seater on the A.C. Ace chassis; this was one of the surprises of the Show, and has attracted an enormous amount of interest. This chassis—which also, of course, is shown with the Ace two-seater body—is based on that of the Tojeiro sports-racing car, and has independent suspension of all four wheels, by wishbones and transverse leaf springs.

The Porsche stand is also of great interest, for in addition to the Standard and Super coupés, which have a great reputation, there is to be seen one of the Type 550 Spyder two-seaters of the type which first appeared in competition this year. With independent front suspension by trailing links and torsion bars, and the independent swing-axle system (again with torsion bars) at the rear, these rear-engined air-cooled cars are as unconventional as they are effective. The Type 550 is a very expensive buy in this country, but at least one should be seen in action over here next year.

Apart from the sports car pure and simple, there is a great variety of high-performance touring cars at the Show; cars of the type known to the French as *grand tourisme*, an expression for which there is really no concise English translation. In spite of the presence of some of the finest



Two interesting engines can be seen on the Coventry Climax stand; in the foreground is the 1,100 c.c. four-cylinder which powers the Kieft car, and behind it the 2,500 c.c. V-eight unit at present under development for formula 1 G.P. racing.



An interesting new-comer from across the Atlantic; the Ford Thunderbird. The coupé top is readily detachable.

continued

The four-speed gear box used in the Austin-Healey 100S has the selector mechanism on the side, and this view shows how the short, stiff gear lever is mounted.

Continental representatives of this type of car, the products of this country can hold up their heads with pride as the equal of anything obtainable abroad, both in finish and in overall performance.

The Bristol 404, for example, possesses a degree of performance remarkable in a fully equipped fixed-head coupé of only 2 litres capacity; it is superlatively finished and beautiful looking. For those requiring more room, there are the 403 (two-door saloon) and 405 (four-door saloon, or convertible) models, possessing many of the same attributes. A remarkable achievement in the realms of Fibreglass body construction appears on the Jensen stand; the Type 541, which now uses no metal in its body panelling at all. It is another very good-looking car, with many practical points; the power unit is the 3½-litre six-cylinder Austin A.135, delivering 130 b.h.p., and this car should not lack performance.

The Jaguar XK120, famed for so long, has now grown into the XK140, with an increased power output and other modifications including rack and pinion steering. Now that the coupé versions of this car (both fixed- and drop-head) have been altered to provide occasional seats in the back, their scope has been still further extended, and they should make still more friends; for value for money they are still remarkable. Another firmly established favourite is the Aston Martin DB2-4, now with 3-litre engine and increased performance as a result; this, too, is a model with that sense of breeding and quality which means so much, and its lines are impeccable.

In slightly different realms come the Bentley Continental—a superlative fast touring car, now available in drop-head coupé as well as saloon forms—and the Alvis TC 21-100, product of a famous firm and possessed of a performance belying its quiet traditional aspect. The new Allard saloon, on the Palm Beach chassis with Ford Zephyr engine, strikes

a new note for the London firm, and is another car attracting a good deal of attention at the Show.

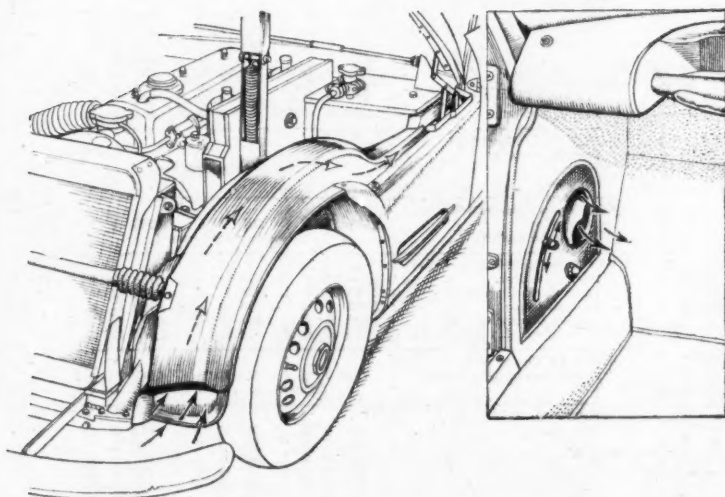
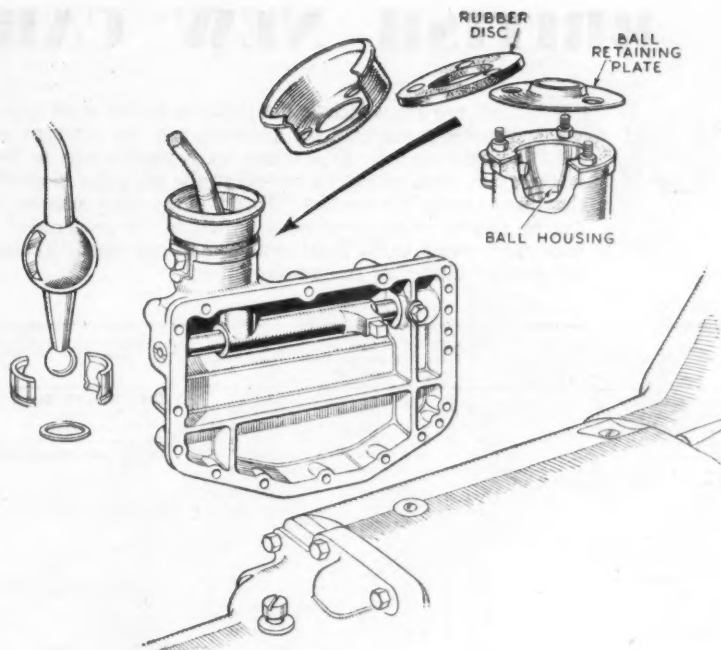
From the Continent comes Lancia, and the Aurelia Gran Turismo 2500. From whatever angle this car is viewed, its lines are clean and functional and can hardly be faulted; there is an entire absence of unnecessary ornamentation. Technically, the Lancias are extremely interesting with their narrow-V engines; the Gran Turismo especially so, for it now has a de Dion rear axle layout to go with the interesting final drive unit. This includes the gear box (the ratios of which are all indirect, there being no direct top gear as is usual) and also the clutch; the 2½-litre engine develops 118 b.h.p., and this model (one of which won this year's Monte Carlo Rally) has an enviable competition record.

Also Italian in origin, the Alfa Romeo firm shows (in addition to the Giulietta) various specimens of the 1900 model, also clean in appearance and of high repute in competition—as befits the bearers of this famous name.

Finally, what of America? Although the United States has not in recent years been in production with what can be termed a sports car in the European sense of the word, one exhibit which merits careful study is the Ford Thunderbird; to be found on the Lincoln and Mercury stand. Here is a quite small and restrained looking open two-seater, low of build, with a detachable hard-top; driving position, controls and instruments are more reminiscent of European practice than is usual across the Atlantic. . . . The enthusiast may still turn away unconverted, but this car shows one direction in which America's thoughts are turning.

Nevertheless, the Show is a heartening one for British eyes. It proves to all beholders that this country is producing some very good fast touring cars; some of the very, very fastest sports cars; and the best small and reasonably priced sports cars to be found in any country

JOHN COOPER.



The plastic front wheel arches of the Jensen 541 incorporate fresh-air ducts leading (inset) into the front compartment via regulating flaps.

BRITISH NEW CAR PRICES

THESE two pages include the prices in Britain of all cars on show at Earls Court, with their purchase tax additions and the resultant totals. Overseas readers should note that the purchase tax is payable only in Britain, and that the price in their own country will be related to the list price in the first column, and not to that quoted under the heading "Total" in the third column. How far overseas prices can be related to list price must be left to the prospective buyers of the countries concerned, owing to the fiscal ramifications and agents' charges that are made before the product ultimately reaches the buyer.

	British List Price £ s d	British Purchase Tax £ s d	British Total Price £ s d
A.C. (Stand 139)			
2-litre 2-door ...	1,027 12 2	429 5 11	1,456 18 1
Four-door ...	1,107 19 4	462 15 7	1,570 14 11
Ace sports 2-seater ...	1,015 0 0	424 0 10	1,439 0 10
Coupé ...	1,215 0 0	507 7 6	1,722 7 6
ALFA ROMEO (Stand 112)			
1900 ...	1,850 0 0	771 19 2	2,621 19 2
1900 Super Sprint ...	2,500 0 0	1,042 15 10	3,542 15 10
Giulietta ...	Price not yet available		
ALLARD (Stand 114)			
Palm Beach, 4-cyl., 3-seater ...	720 0 0	301 2 6	1,021 2 6
6-cyl., 3-seater ...	750 0 0	311 12 6	1,061 12 6
2½-litre ...	1,250 0 0	521 19 2	1,771 19 2
K.3 3-seater ...	1,100 0 0	459 9 2	1,559 9 2
Monte Carlo ...	1,375 0 0	574 0 10	1,949 0 10
Safari estate car ...	1,375 0 0	574 0 10	1,949 0 10
ALVIS (Stand 128)			
3-litre ...	1,285 0 0	536 10 10	1,821 10 10
Coupé ...	1,360 0 0	567 15 10	1,927 15 10
ARMSTRONG SIDDELEY (Stand 149)			
Sapphire (synchromesh box) ...	1,215 0 0	507 7 6	1,722 7 6
Sapphire (preselector) ...	1,285 0 0	536 10 10	1,821 10 10
Sapphire (automatic) ...	1,404 0 0	586 2 6	1,990 2 6
ASTON MARTIN (Stand 124)			
DB2-4 ...	1,925 0 0	803 4 2	2,728 4 2
Drop-head coupé ...	2,025 0 0	844 17 6	2,869 17 6
DB3S competition ...	2,600 0 0	1,084 9 2	3,684 9 2
AUSTIN (Stand 154)			
A.30 Seven 2-door ...	335 0 0	140 14 2	475 14 2
Four-door ...	355 0 0	149 0 10	504 0 10
Countryman ...	395 0 0	165 14 2	560 14 2
A.40 Cambridge 2-door ...	458 0 0	191 19 2	649 19 2
Four-door ...	468 0 0	198 12 6	666 12 6
A.50 four-door ...	478 0 0	200 5 10	678 5 10
A.90 Westminster ...	558 0 0	233 12 6	791 12 6
A.135 Princess ...	1,540 0 0	642 15 10	2,182 15 10
Limousine ...	1,590 0 0	663 12 6	2,253 12 6
Limousine, L.W.B. ...	1,750 0 0	730 5 10	2,480 5 10
Saloon, L.W.B. ...	1,750 0 0	730 5 10	2,480 5 10
BENTLEY (Stand 171)			
Chassis ...	2,270 0 0	946 19 2	3,216 19 2
Sports saloon ...	3,100 0 0	1,292 15 10	4,392 15 10
Radford Countryman ...	3,880 0 0	1,617 15 10	5,497 15 10
Abbott saloon ...	4,260 0 0	1,776 2 6	6,036 2 6
Park Ward D.H. coupé ...	4,280 0 0	1,784 9 2	6,064 9 2
Hooper 4-door ...	4,445 0 0	1,853 4 2	6,298 4 2
Jas. Young 4-door ...	4,595 0 0	1,915 14 2	6,510 14 2
Continental Park Ward saloon ...	4,600 0 0	1,917 15 10	6,517 15 10
Park Ward coupé ...	4,600 0 0	1,917 15 10	6,517 15 10
Mulliner sports saloon ...	4,890 0 0	2,038 12 6	6,928 12 6
B.M.W. (Stand 121)			
Type 501 ...	1,400 0 0	584 9 2	1,984 9 2
Type 502 ...	2,100 0 0	876 2 6	2,976 2 6
F.H. coupé ...	2,750 0 0	1,146 19 2	3,896 19 2
BORGWARD (Stand 149)			
1500 Isabella ...	792 0 0	331 5 10	1,123 13 10
2400 sports saloon ...	1,281 4 0	534 19 2	1,816 3 2
Saloon (Hansamatic) ...	1,373 8 11	573 7 11	1,946 16 10
2400 Pullman ...	1,402 9 2	585 9 9	1,987 18 11
Pullman (Hansamatic) ...	1,494 14 3	623 18 5	2,118 12 8
1800D diesel 4-door ...	979 7 4	409 3 11	1,388 11 3
Station wagon ...	934 2 11	390 7 1	1,324 10 0
BRISTOL (Stand 145)			
Type 403 ...	2,100 0 0	876 2 6	2,976 2 6
Type 404 ...	2,350 0 0	980 5 10	3,330 5 10
Type 405 ...	2,350 0 0	938 12 6	3,188 12 6
Abbott D.H. coupé ...	2,250 0 0	938 12 6	3,188 12 6
BUICK (Stand 147)			
Century 4-door ...	1,897 0 0	790 10 6	2,687 10 6
Super 4-door ...	2,023 0 0	843 4 1	2,866 4 1
CADILLAC (Stand 147)			
Special 4-door ...	3,105 0 0	1,293 17 9	4,398 17 9
CHEVROLET (Stand 156)			
Bel Air 4-door ...	1,270 0 0	530 5 10	1,800 5 10
Two Ten 4-door ...	1,225 0 0	511 10 10	1,736 10 10
CHRYSLER (Stand 168)			
Windor ...	2,021 0 0	847 19 6	2,868 19 6
New Yorker ...	2,318 0 0	971 19 11	3,289 19 11
CITROEN (Stand 138)			
2 c.v. ...	398 0 0	166 19 2	564 19 2
Light 15 ...	685 0 0	286 10 10	971 10 10
Big 15 ...	740 0 0	309 9 2	1,049 9 2
Six ...	940 0 0	392 15 10	1,332 15 10
DAIMLER (Stand 140)			
Conquest ...	1,066 0 0	445 5 10	1,511 5 10
Coupé ...	1,225 0 0	511 10 10	1,736 10 10
Roadster ...	1,180 0 0	492 15 10	1,672 15 10
Hard top roadster ...	1,235 0 0	515 14 2	1,750 14 2
Century ...	1,172 0 0	489 9 2	1,661 9 2
3½-litre Regency ...	1,640 0 0	684 9 2	2,324 9 2
Sportsman's saloon ...	1,870 0 0	780 5 10	2,650 5 10
4½-litre Regency ...	1,960 0 0	817 15 10	2,777 15 10
Sportsman's saloon ...	2,190 0 0	913 12 6	3,103 12 6
Regina Hooper limousine ...	4,385 0 0	1,828 4 2	6,213 4 2
DELOW			
Mark II Two-seater ...	448 0 0	188 0 0	636 0 0
Mark V Lightweight 2-seater ...	467 0 0	195 0 0	662 0 0
DE SOTO (Stand 147)			
Diplomat Custom ...	1,460 0 0	610 5 9	2,070 5 9
D.K.W. (Stand 150a)			
Sonderklasse ...	669 0 0	279 17 6	948 17 6
Coupé ...	693 6 0	290 0 0	983 6 0
Cabriolet 2-seater ...	908 0 0	379 9 2	1,287 9 2
Cabriolet 4-seater ...	812 0 0	339 9 2	1,151 9 2
DODGE (Stand 147)			
Coronet ...	1,725 0 0	725 10 10	2,450 10 10
Royal ...	1,830 0 0	771 4 2	2,601 4 2
FIAT (Stand 146)			
500C ...	403 10 0	169 5 0	572 15 0
Station wagon ...	478 10 0	200 10 0	678 10 0
New 1100 ...	563 10 0	235 18 2	799 8 2
1100 TV ...	750 0 0	313 12 6	1,063 12 6
1400A ...	774 0 0	323 12 6	1,097 12 6
1900A ...	980 0 0	409 9 2	1,389 9 2
Full-light saloon ...	1,385 0 0	578 4 2	1,963 4 2
FORD (Br.) (Stand 137)			
Popular ...	275 0 0	115 14 2	390 14 2
Anglia ...	360 0 0	151 2 6	511 2 6
Prefect ...	395 0 0	165 14 2	560 14 2
Consul ...	470 0 0	196 19 2	666 19 2
Convertible ...	570 0 0	238 12 6	808 12 6
Zephyr Six ...	532 0 0	222 15 10	754 15 10
Convertible ...	677 0 0	283 4 4	960 4 4
Zephyr Zodiac ...	600 0 0	251 2 6	851 2 6
FORD (Fr.) (Stand 117)			
Vedette Versailles ...	Prices on application		
Trianon ...			
Régence ...			
FORD (Ca.) (Stand 148)			
Customline ...	1,448 17 6	601 2 6	2,050 0 0
Thunderbird sports ...	Price on Application		
FRAZER-NASH (Stand 121)			
Mark II 2-seater ...	2,250 0 0	938 12 6	3,188 12 6
Targa Florio Gran Sport ...	2,250 0 0	938 12 6	3,188 12 6
Le Mans coupé ...	2,250 0 0	938 12 6	3,188 12 6
Sebring 2-seater ...	2,500 0 0	1,042 15 10	3,542 15 10
Turismo coupé ...	1,950 0 0	813 12 6	2,763 12 6
HEALEY (Stand 132)			
Austin-Healey 100 2-seater ...	750 0 0	313 12 6	1,063 12 6
100S ...	Export only		
HILLMAN (Stand 162)			
Minx Special ...	458 0 0	191 19 2	649 19 2
Estate car ...	540 0 0	226 2 6	766 2 6
Minx de luxe ...	480 0 0	201 2 6	681 2 6
Convertible ...	520 0 0	217 15 10	737 15 10
Calennian ...	520 0 0	217 15 10	737 15 10
Husky ...	398 0 0	166 19 2	564 19 2

Winners

These new AUSTINS

* *Showpiece*

NEW! AND NEW AGAIN! That's Austin this year. The brilliant new Cambridge—most talked-about car of 1954. Newest of all—the great pace-making Westminster. And never forget the famous Seven—latest version of the best-loved car of all time. Go to the Austin stand. That's where Motor Show news is made!



NEW THE A90 SIX WESTMINSTER

The pace-maker! New, surging power—from a brand-new six-cylinder O.H.V. engine! New longer, lower, sleeker lines! New roomier, spread-yourself comfort. Choice of standard or de luxe models. This Westminster is news!

PRICE from £558 plus £233. 12. 6 P.T.



NEW THE A40-A50 CAMBRIDGE

Widest-ever choice in motoring history! 1200 cc. or 1500 cc. engine! Standard or de-luxe interior! 2- or 4-door! It's the greatest family motoring advance ever. You choose *exactly* the model to suit yourself.

PRICE from £458 plus £191. 19. 2 P.T.

THE A30 SEVEN Budget-priced motoring raised to a superb new level of comfort, performance, safety. Up to 60 m.p.h.! Up to 45 m.p.g.! And room for four full-size adults, plus luggage. There are 2- and 4-door models.

PRICE from £335 plus £140. 14. 2 P.T.

And see the **AUSTIN A135 PRINCESS** on the Vanden Plas Stand 101. Saloon and limousine bodywork by Vanden Plas. Engine and chassis by Austin. The last word in luxury!



STAND 154

makes news at the Motor Show!

AUSTIN

— you can depend on it!

A new anti-freeze safeguards nation's largest private vehicle fleet

Shell-Mex and B.P. Ltd. run the largest private fleet of vehicles in Britain. These vehicles range from small cars to enormous tankers. Many of them are left out night after night in midwinter—but none of them ever freezes up. This is because they are *all* protected by SNOWFLAKE ANTI-FREEZE.

SNOWFLAKE is a new anti-freeze, specially formulated to prevent corrosion. It keeps your cooling system clear and clean. It is approved by leading motor manufacturers. And it is economical — one correct filling lasts all winter.

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ANTI-FREEZE

fill up and feel confident

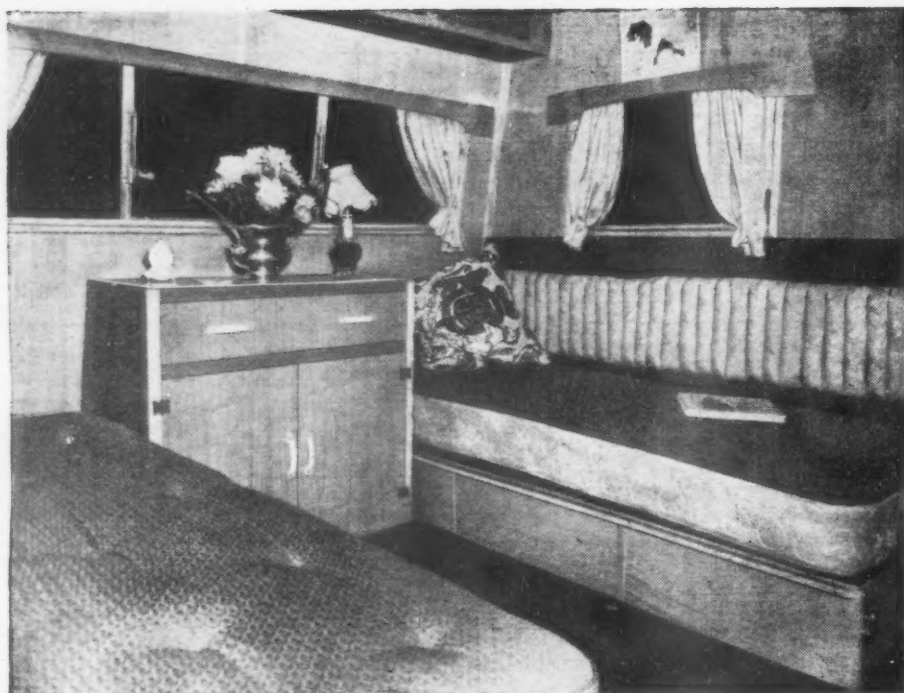


ASK FOR SNOWFLAKE
AT ANY
SHELL AND BP STATION

BRITISH NEW CAR PRICES

continued

	British List Price £ s d	British Purchase Tax £ s d	British Total Price £ s d		British List Price £ s d	British Purchase Tax £ s d	British Total Price £ s d
H.R.G.				PANHARD (Stand 142)			
1½-litre 2-seater ...	895 0 0	374 0 10	1,269 0 10	Junior sports ...	807 0 0	353 0 0	1,160 0 0
HUDSON (Stand 144)				Dyna saloon ...	880 0 0	400 0 0	1,280 0 0
Jet Liner ...	1,360 0 0	567 15 10	1,927 15 10	PARAMOUNT			
Italia coupé ...	775 0 0	324 0 10	1,099 0 10	1½-litre coupé ...	625 0 0	261 10 10	886 10 10
Super Wasp ...	1,630 0 0	690 5 10	2,320 5 10		675 0 0	290 0 0	965 0 0
Hornet ...	1,867 0 0	779 0 10	2,646 0 10	PEUGEOT (Stand 131)			
HUMBER (Stand 158)				Type 203 ...	695 0 0	290 15 0	985 0 0
Hawk Mark VI ...	695 0 0	290 14 2	985 14 2	Station wagon ...	795 0 0	334 9 2	1,129 9 2
Touring limousine ...	795 0 0	324 0 10	1,099 0 10	PLYMOUTH (Stand 168)			
Super Snipe Mark IV ...	985 0 0	411 10 10	1,396 10 10	Sway ...	1,404 0 0	605 19 4	2,045 19 4
Touring limousine ...	1,065 0 0	444 17 6	1,509 17 6	PONTIAC (Stand 118)			
JAGUAR (Stand 129)				Four-door ...	—	—	2,050 0 0
Mark VII ...	1,140 0 0	476 2 6	1,616 2 6	Convertible ...	—	—	3,200 0 0
XK140 2-seater ...	1,127 10 0	470 18 4	1,598 8 4	PORSCHE (Stand 153)			
D.H. coupé ...	1,160 0 0	484 9 2	1,644 9 2	Type 356 coupé ...	1,260 0 0	526 2 6	1,786 2 6
F.H. coupé ...	1,140 0 0	476 2 6	1,616 2 6	Cabriolet ...	1,380 0 0	576 2 6	1,956 2 6
D-type 2-seater ...	1,595 0 0	790 14 2	2,385 14 2	Super coupé ...	1,380 0 0	576 2 6	1,956 2 6
JENSEN (Stand 143)				Super cabriolet ...	1,500 0 0	626 2 6	2,126 2 6
Interceptor ...	1,700 0 0	709 9 2	2,409 9 2	Type 550 Spyder ...	2,715 0 0	1,132 7 6	3,847 7 6
Model 541 ...	1,285 0 0	536 10 5	1,821 10 5	RENAULT (Stand 130)			
Abbott coupé ...	1,735 0 0	724 0 10	2,459 0 10	750 fixed-head ...	422 10 0	177 3 4	599 13 4
KAISER				Sliding head ...	434 10 0	182 3 4	616 13 4
Special 4-door ...	—	—	2,250 0 0	Convertible ...	550 0 0	230 5 10	780 5 10
Manhattan 4-door ...	—	—	2,460 0 0	2-litre Frégate ...	829 0 0	346 10 10	1,175 10 10
KIEFF (Stand 122)				RILEY (Stand 166)			
Sports 2-seater ...	1,100 0 0	459 9 2	1,559 9 2	1½-litre ...	850 0 0	355 5 10	1,205 5 10
LAGONDA (Stand 136)				2½-litre Pathfinder ...	975 0 0	407 7 6	1,382 7 6
Two-door ...	2,260 0 0	942 15 10	3,202 15 10	ROLLS-ROYCE (Stand 172)			
Four-door ...	2,400 0 0	1,001 2 6	3,401 2 6	Silver Wraith chassis ...	2,445 0 0	1,019 17 6	3,464 17 6
D.H. coupé ...	2,400 0 0	1,001 2 6	3,401 2 6	Park Ward touring saloon ...	4,695 0 0	1,957 7 6	6,652 7 6
LANCHESTER (Stand 141)				Park Ward limousine ...	4,845 0 0	2,019 17 6	6,864 17 6
Sprite ...	760 0 0	317 15 10	1,077 15 10	Mulliner limousine ...	4,895 0 0	2,040 14 2	6,935 14 2
LANCIA (Stand 126)				Hooper limousine ...	4,845 0 0	2,019 17 6	6,864 17 6
Appia ...	1,250 0 0	521 19 2	1,771 19 2	Jas. Young saloon ...	4,970 0 0	2,071 19 2	7,041 19 2
Aurelia, Series II ...	2,020 0 0	842 15 10	2,862 15 10	Silver Dawn ...	3,250 0 0	1,355 5 10	4,605 5 10
Aurelia Gran Turismo 2500 ...	2,450 0 0	1,021 19 2	3,471 19 2	Park Ward coupé ...	4,430 0 0	1,846 19 2	6,276 19 2
LEA-FRANCIS				Radford Countryman ...	4,030 0 0	1,680 5 10	5,710 5 10
Fourteen ...	1,130 0 0	471 19 2	1,601 19 2	ROVER (Stand 144)			
Estate car ...	1,130 0 0	471 19 2	1,601 19 2	60 ...	820 0 0	342 15 10	1,162 15 10
Eighteen ...	1,380 0 0	576 2 6	1,956 2 6	75 ...	895 0 0	374 0 10	1,269 0 10
2½-litre Sports ...	1,240 0 0	517 15 10	1,757 15 10	90 ...	915 0 0	382 7 6	1,297 7 6
LINCOLN (Stand 148)				SIMCA (Stand 116)			
Capri Fordor ...	2,375 0 0	1,104 0 0	3,479 0 0	Aronde ...	599 0 0	250 14 2	849 14 2
MERCEDES-BENZ (Stand 115)				SINGER (Stand 170)			
170 S-V ...	975 0 0	407 7 6	1,382 7 6	S.M. roadster ...	510 0 0	213 12 6	723 12 6
170 S-D (diesel) ...	1,125 0 0	469 17 6	1,594 17 6	Hunter ...	687 10 0	287 11 8	975 11 8
180 ...	1,195 0 0	499 0 10	1,694 0 10	SKODA (Stand 152)			
180D (diesel) ...	1,260 0 0	526 2 6	1,786 2 6	1200 ...	630 0 0	263 12 6	893 12 6
220 ...	1,427 0 0	595 14 2	2,022 14 2	Station wagon ...	700 0 0	292 15 10	992 15 10
220a ...	1,498 0 0	625 8 3	2,123 8 3	STANDARD (Stand 145)			
300b ...	2,329 0 0	971 10 10	3,300 10 10	Eight ...	339 0 0	142 7 6	481 7 6
300S ...	3,902 0 0	1,626 19 2	5,528 19 2	Ten ...	409 0 0	171 10 10	580 10 10
300SL ...	3,100 0 0	1,292 15 10	4,392 15 10	Estate car ...	460 0 0	192 15 10	652 15 10
MERCURY (Stand 148)				Vanguard ...	555 0 0	232 7 6	787 7 6
V8 Monterey Fordor ...	1,806 0 0	799 14 5	2,605 14 5	Estate car ...	633 0 0	264 17 6	897 17 6
M.G. (Stand 155)				STUDEBAKER (Stand 153)			
TF Midget 2-seater ...	550 0 0	230 5 10	780 5 10	Champion ...	Prices on application		
Magnette ...	645 0 0	269 17 6	914 17 6	Commander ...			
MORGAN (Stand 119)				President ...			
Two-seater (TR) ...	595 0 0	249 0 10	844 0 10	SUNBEAM (Stand 161)			
Two-seater (Vanguard) ...	555 0 0	232 7 6	787 7 6	Mark III ...	795 0 0	332 7 6	1,127 7 6
Four-seater ...	580 0 0	242 15 10	822 15 10	Convertible ...	845 0 0	353 4 2	1,198 4 2
Coupé 2-seater ...	610 0 0	255 5 10	865 5 10	Alpine 2-seater (with over- drive) ...	855 0 0	357 7 6	1,212 7 6
Coupé, 4-seater ...	620 0 0	259 9 2	879 9 2	SWALLOW DORETTI (Stand 134)			
MORRIS (Stand 159)				Mark I 2-seater ...	777 0 0	324 17 6	1,101 17 6
Minor tourer ...	373 0 0	156 10 10	529 10 10	TRIUMPH (Stand 125)			
Two-door ...	373 0 0	156 10 10	529 10 10	TR2 2-seater ...	625 0 0	261 10 10	886 10 10
Four-door ...	395 0 0	165 14 2	560 14 2	TR2 Hard top ...	670 0 0	280 5 10	950 5 10
Travellers' car ...	422 10 0	177 3 4	599 13 4	Renown ...	775 0 0	324 0 10	1,099 0 10
Cowley ...	495 0 0	207 7 6	702 7 6	VAUXHALL (Stand 163)			
Oxford ...	525 0 0	219 17 6	744 17 6	Vyvern ...	495 0 0	207 7 6	702 7 6
Traveller ...	580 0 0	242 15 10	822 15 10	Velox ...	535 0 0	224 0 10	759 0 10
NASH (Stand 113)				Cresta ...	595 0 0	249 0 10	844 0 10
Rambler ...	Prices on application			VOLKSWAGEN (Stand 151)			
Metropolitan ...				Saloon ...	422 10 0	177 3 4	599 13 4
Ambassador ...				De Luxe ...	486 0 0	203 12 6	689 12 6
OLDSMOBILE (Stand 135)				Micro-bus de luxe ...	900 0 0	376 2 6	1,276 2 6
Series 88 Super ...	1,640 0 0	684 9 2	2,324 9 2	WILLYS (Stand 120)			
Super (Two-tone) ...	1,645 0 0	686 10 10	2,331 10 10	Ace ...	1,296 0 0	540 4 9	1,836 4 9
Series 98 de luxe ...	1,985 0 0	828 4 2	2,813 4 2	Excelsior ...	1,306 9 2	588 10 10	1,895 0 10
Starfire coupé ...	2,080 0 0	867 15 10	2,947 15 10	Station wagon ...	1,052 3 3	529 16 9	1,582 0 10
PACKARD (Stand 123)				WOLSELEY (Stand 157)			
Clipper Super ...	2,180 12 0	909 14 2	3,090 6 2	Four-Fortyfour ...	595 0 0	249 0 10	844 0 10
Two-tone ...	2,192 4 0	914 10 10	3,106 14 10	Six-Eighty ...	670 0 0	280 5 10	950 5 10
				Six-Ninety ...	850 0 0	355 5 10	1,205 5 10



By
**JOHN
YOXALL**

Elegance marks the Beverley Marathon lounge. The padded backrest gives comfort when the berth is used as a settee, and warmth when used as a bed.

THERE is no doubt that the present-day purchaser of a caravan gets very good value for money. This may be attributed to some extent to the fact that the industry has not been over-harassed by the wretched purchase tax; but in the main it is brought about by competition, and by the manufacturers' pride in their products. That is certainly true of all the caravans at Earls Court.

A major difference evident in the new models is the fitting of more

AROUND THE

NEW DESIGNS : INGENIOUS LAYOUTS :

and larger windows. Provision of a full-width window is now almost universal. In some it takes the form of two side-by-side windows, both opening; in others there are three, with only the central, and usually larger, one made to open. A number of the vans on show have continuous glazing across the front and along the sides, as far aft as the end of the dinette. The best example of this is on the new Sprite 14 of Alpersen—in which the corner windows are of glass, but other constructors use Perspex. Another good window feature to be seen on a number of vans is the car-type rubber mounting of those that do not open.

Stable doors, with the top half glazed, continue to find favour. It is, undoubtedly, a most useful feature because, if the van is properly sited with the door on the lee-side, ample ventilation is provided without unpleasant draughts.

Despite the popularity of the "dumpy" gas cylinders, there is still no common rule as to whether they reside permanently in the van or are placed outside during use. With a good gas installation there is little danger from internal stowage of the gas bottle, but it is a nuisance to have to drag it out and connect up, perhaps only for a roadside meal stop. A criticism of a number of vans at the Show is that they have no electric

lights powered by the car battery. Where this is coupled with the need to connect the gas cylinder on the outside, the arrival at a site after sunset is somewhat of a nightmare. By torch-light the cylinder must be attached, and mantles—taken off for protection while towing—refitted.

Not universal yet, but becoming more common, is the fitting of what yachting circles would term rubbing strakes along the sidewalls of the vans. These offer a measure of protection against damage to side panels but, of course, they must not be regarded as bumpers.

"See through," whereby a picture of the road immediately behind the van can be seen in the towing car's interior mirror, is not available as frequently as it should be. There are real difficulties in providing it, because the modern car gets lower and lower, whereas it is difficult, if not impossible, to have the windows of the van at less than table height. A certain amount can be done by attaching the floor to the underside of the chassis channelling, as is done in most of the Cheltenham and Car Cruiser models.

A pleasing feature is the provision of metal fairings to the wheel wells. These, in some cases at the Show, are painted a contrasting colour and look very smart. This, however, is only one feature which has contributed to



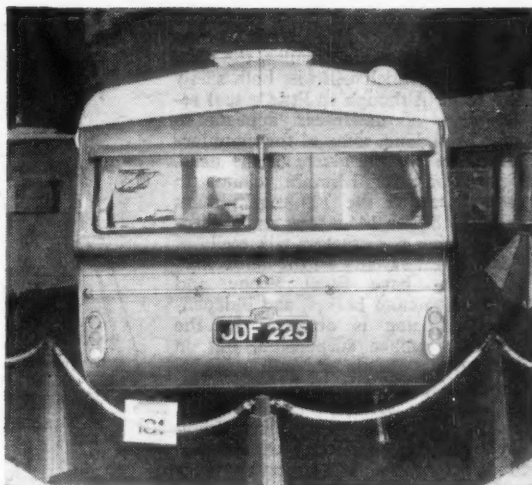
The new "Fold-away" Fairholme bed. It is simple and light to fold.

the improved outside appearance of recent years. At Earls Court this year it is difficult to find a badly fitted panel, though some are unattached for large areas—which may cause “panting” when towing over rough roads.

Paintwork and colour schemes, in nearly every case, show considerable æsthetic appreciation. Single colours are still to be seen, but two-colour schemes seem to be coming to the fore. The Eccles Alert, in grey and maroon, is very smart; Winchester's grey with white roof is handsome, as is Siddall's coloured front and sides, with ivory roof and corners. Fairholmes in their new series (Leprechaun, Golden Dawn and Goldfinch) are continuing with a very pleasing green picked out with gold, and perhaps one of the most pleasing schemes in the Show is the new Willerby Wunda, which is in maroon and light grey, but with the latter on the lower half.

In this densely industrialized country of ours the heavens pour down not only rain but also soot to go with it. To the owner of a caravan this means ugly black streaks down his pristine paintwork. Many are the devices to avoid these markings, which in time become almost indelible.

Never failing in good looks or quality, the Freeman Talisman now has complete rear lighting, including flashing indicators.



over these and this adaptation, if not very pretty, has the virtue of being effective.

Perhaps one day we shall have paintwork which will not stain—this would certainly be a boon to anyone keeping their caravans in or near any of the large manufacturing towns.

Anyone who has towed reasonably fast in heavy rain must have had trouble with water getting in through the window fittings—particularly at the top hinge. It is gratifying to see at Earls Court that this trouble has been recognized. The windows themselves are better, and the projecting eaves are more suited to their purpose. While on the subject of rain one wonders whether the “Venetian blind” walls of the Coventry Steel Kampa Knight could ever be truly weatherproof—despite the rubber fillets.

Of improvements to the undergear

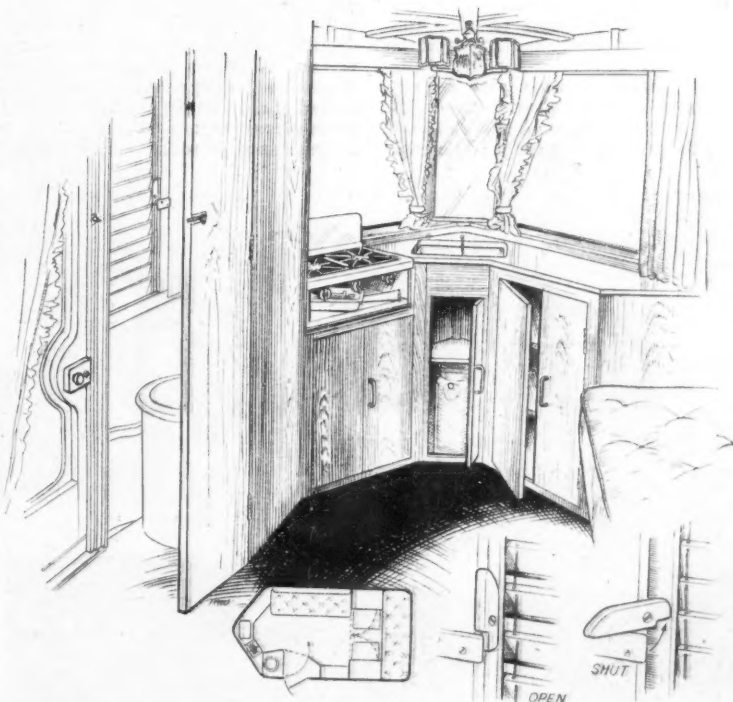
CARAVANS

BETTER VALUE THAN EVER

The essential is that the guttering should be of sufficient capacity to contain the sooty water and lead it safely off the caravan below the body level. On the vans at the Show there are examples of every form of guttering. The most satisfactory, perhaps, is that in which the water is led by gulleys into a funnel-ended pipe. There are snags, however, even with this arrangement, because pipes are likely to be unconsciously used as grab-handles.

The Cheltenham vans, with the exception of the Eland, all have continuous aluminium extruded gutter sections extending from the front lower corners up to, and along, the roof and down to the rear lower corner. This is satisfactory except that lateral gutters across the front and rear of the vans have also to empty into the same gutter. What is really required is a larger moulding to take the extra water after the point of confluence. In this respect Carlights have been most careful and the rain water should keep in the designed channels provided that the wind is not too strong.

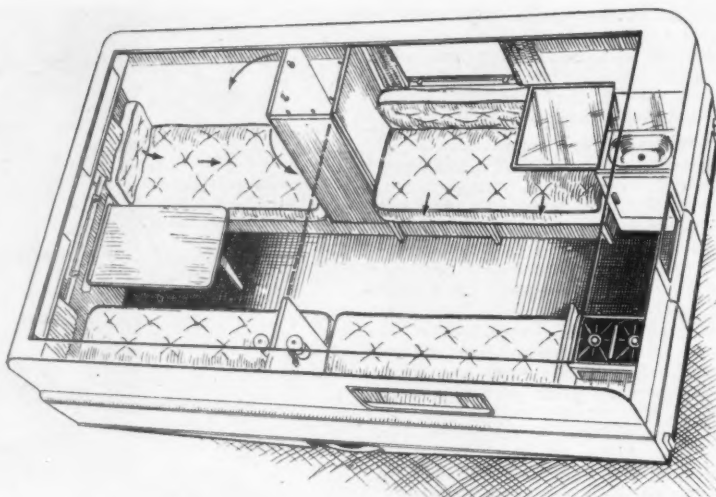
The more simple guttering, to be seen on many vans, ends in a projection of four or five inches at each corner of the roof to lead the water clear of the sides entirely. This, of itself, does not work very well but the old hands fit lengths of rubber piping



The attractive interior of the Coventry Steel Kampa Knight, showing the kitchen unit and a detail of the “Venetian blind” mechanism.

and chassis there is little to report. With Continental caravanning becoming more and more popular, the need is for vans which will tow both safely and fast. Although so little actual re-designing of undergear appears to have been done, some of the manufacturers are sharply aware of the need. Sam Alper, for instance, claims to have exceeded the 100 m.p.h. mark with the Sprite 14 in tow, and a number of other constructors talk easily of "doing over seventy on the *autobahn*."

Carligh have fitted Feeny and Johnson vacuum brakes, and independent springing is obtained by the Bramber rubber suspension, but in general the chassis are still straightforward, angle-iron structures with half-elliptic springs and overrun brakes. In some cases 10in Girling brakes have replaced earlier 8in models, and there is a strong tendency at last to fit truck tyres to the bigger vans. Only one exhibitor at Earls Court—Thomson—is quoting tubeless tyres as standard equipment. There is



Economy of space is the keynote of the layout of the Rollalong Nimbus. The wardrobe "unfolds" to become the cross partition.

AROUND THE CARAVANS

continued

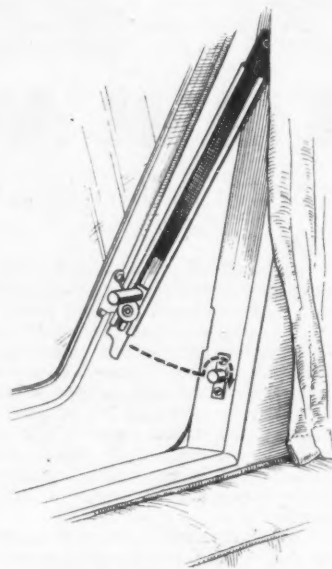
an overdue attempt to tidy up the chassis by enclosing the tow pole and brake mechanism. This gets rid of what hitherto has been an unsightly patch on even some of the most expensive caravan outfits. Pick-up points for tow-hitches having been standardized for a number of years, it would be a good thing if the tow-pole height could also be standardized. At Earls Court, heights vary from 12 up to 26 inches from the ground.

With the exception of the little Safari Minor, there are no vans at the Show this year in which the Continental fashion of using large awnings to increase living space is employed. Even with this ingenious and well-built van the awning is an extra. The main

difficulty with the use of big awnings is that, in the sort of weather we get in these islands on exposed sites, the flapping of the canvas and the shaking of the van can be very disturbing.

After visiting all the vans in the Show, one gets the impression that there has been a campaign to "defeat the dinette." In this aim some designers have been successful, but for the purely touring van the dinette arrangement—if sleeping bags replace orthodox bedding—is still very satisfactory. An arrangement becoming popular is that which permits two singles lying along the side walls to be turned at right angles to form a double berth across the van.

New forms of settee beds are those



The new Percy Lane friction type window catches on the Thomson Almond appear efficient and smooth in operation.



The 12ft Bounty, which supersedes the Eccles Coronation, is good looking and sturdy.

that are packed away made ready, by folding over the outside half, the under surface of which is tapestry covered and becomes the seat of the settee during the day. A variation is the fitting of the made-ready bed with a shaped and quilted tapestry cover.

Of the new caravans at Earls Court, the Coventry Steel Kampa Knight 55 is undoubtedly the most intriguing. It is a gallant attempt to combine a completely new concept with both lightness and efficiency. It bears the mark of Dawtrey originality and is 12ft, three- or four-berth, with end kitchen and interior toilet, and is claimed to

Exactly the right plug for your engine



K.L.G.

sparkling plugs

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THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

A black and white photograph of four thin-wall bearings, arranged in a vertical stack. The bearings are cylindrical with a thin wall and have several small holes around the circumference. They are set against a dark, textured background.A circular logo with a stylized flower in the center. The words "REMEMBER" and "A POPPY DAY" are written around the flower.

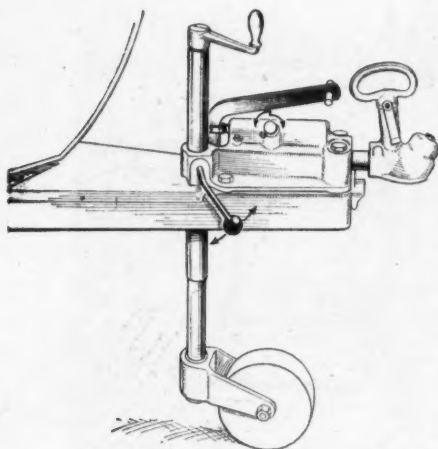
*Four
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bearings by*

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The largest manufacturers of plain
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The new and neater B. and B. coupling fitted to the Carlight Continental. The brake ratchet for parking is now totally enclosed.

AROUND THE CARAVANS continued

weigh only 8cwt ex-works. It is quite roomy. The lower half of the single-panelled walls is of corrugated resin-bonded plywood, covered with reflective aluminium foil for insulation purposes.

The top halves of the side walls are windowless, but are filled almost entirely by "Venetian blind" structures, each slat rubber-edged to make a waterproof joint when closed. This, it is felt, may be a good idea carried too far. In wind and rain one may have to make a choice between wet blowing in, or no air. Inside, the aluminium foil-covered ceiling is lacquered and, with the contemporary-designed mattress cover, gives a gay appearance to the whole interior. The halved dining table projecting from the wardrobe doors may prove inconvenient.

The 16ft Winchester Widgeon shows no change from the excellent workmanship and elegance of previous vans by the same makers. A more generous use is made of heatproof Helamene plastic for covering the working tops. The Royal at 18ft 6in is now 12in longer than hitherto.

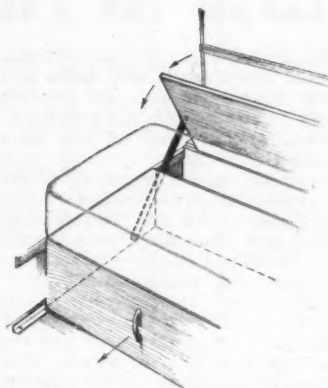
The new Rollalong Nimbus has an unconventional layout; the door is at the rear, flanked by the stove on the left and the sink on the right. Next come two half settees which form a dinette with the table from between the two single berths in the front compartment. It is another attempt, and fairly successful, at providing several berths in a small van.

In the 13ft 6in Wunda, Willerbys have departed from their traditional

outline. The new van is of flat-sided, near-ovoid form with double-panelled walls and an aluminium-covered roof—another innovation for Willerbys. The settee has a self-raising back, making it very easy to convert from bed to settee.

Alpersen's Sprite 14 is the outcome of much thought and care. The length of 14ft has been selected as the optimum to give a roomy van with four full-sized berths and toilet and yet keep the weight low—14½cwt ex-works is claimed. An excellent feature is the setting back of the bottoms of the vertical surfaces of the furniture to give foot room. For this van Alpersen's have stepped up their wheel size to 5.90 by 14in, but retain their well-tried independent coil-spring mounting. A feature which might be improved is the butt welding of the tow-pole to the chassis cross member. This is probably quite strong enough, but a web welded across the joint as a precautionary measure is not very elegant.

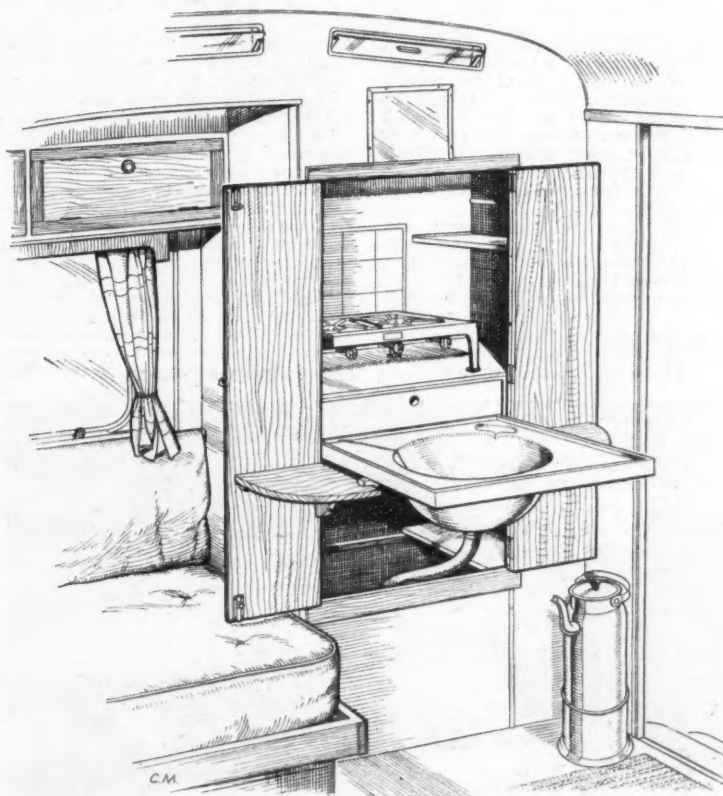
Siddall's new Oriel of 13ft weighs 17½cwt ex-works and has some original points. The door problem of the corner toilet room has been solved by making the whole inside corner hinge to give access. It takes up surprisingly little room and is very convenient. The partition door, which is three-fold, can be made to attach to either post of the



Willerbys, on both their Wunda and Utopia, fit a link mechanism for easy operation of the pull-out settee double berth.

entry door, thereby giving access to either the front or rear half of the van. Siddalls fit 10in Girling brakes on all their models.

In the 12ft Elf, Ensors have entered the luxury two-berth market. It weighs 17cwt ex-works and the interior is of waxed limed oak. With a width of 6ft 10in the Elf looks rather squat from the outside but inside the extra



On the Safari Minor the sink is positioned by moving it upwards and towards the user. Out of use it stows away below the stove and the cupboard doors can be shut.

AROUND THE CARAVANS : continued

inches lend an impression of roominess. Around two sides of each berth is a Latex rubber cushion at shoulder height. After a while, the absence of support in the small of the back becomes noticeable.

The Car Cruiser Lynx, of which the two-berth is on show, now has a larger axle, bigger tyres and 10in Girling brakes to replace the 8in previously used. Feeny and Johnson No. 2 vacuum brake operating mechanism is fitted.

Cheltenham's newcomer to Earls Court is the Impala, the prototype of which the manufacturers took to the International Rally at Innsbruck. It is a two-berth in the luxury class—14ft 6in long and 6ft 1in wide—and weighs 18½cwt ex-works. In the kitchen all surfaces—both horizontal and vertical—are heatproof plastic (Hardec) covered and it is the first British van to have a built-in refrigerator, as distinct from a proprietary unit being installed. Externally Cheltenham's are now using impregnated glass cloth as the final covering to their roofs. This is satisfactory from a waterproofing point of view; it is, nevertheless, difficult to fit neatly on double curvatures.

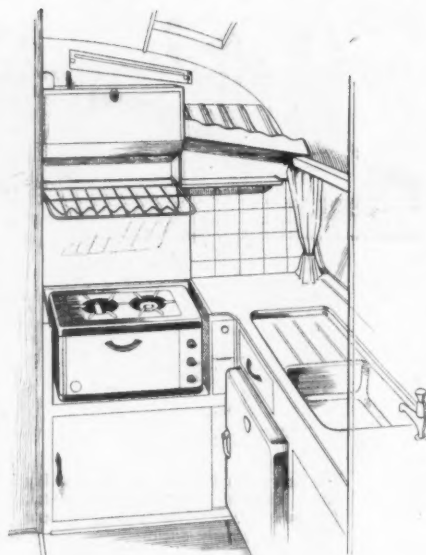
After many years of satisfactory ser-

vice the old Cheltenham hitch has been redesigned to make it less dependant on the human element. A spring-loaded locking device now takes the place of the old quick thread.

In discussing the merits and demerits of the new vans it must not be thought that the established models are any the less desirable. In almost every case they have new features or little titivations to make them either more comfortable or more attractive. The long established British manufacturers continually produce caravans without peer in the world.

For the motorist requiring a caravan to use as a country or seaside cottage, there is a good selection at Earls Court, but since these living vans are not restricted in size or weight—neither do towing characteristics matter very much—it is largely a matter of personal selection.

Summing up the Show, it is reasonable to say that there is distinct evidence of the efforts of manufacturers this year to provide caravans of still better quality, more roadworthy and at competitive prices, but with a few exceptions no real effort has been made to reduce weight.



The kitchen unit of the Carlight Continental typifies the elegant efficiency to be found in the high class vans. Here cooking range, sink, refrigerator and working top are conveniently placed for the holidaying housewife.

GOOD LISTENING

PREVAILING impression of the car radio exhibits at the London Motor Show is one of detail improvement and modification—nothing very spectacular in the way of new techniques, but useful progress in providing quality of reproduction and dependability, in what is rapidly becoming not an extra but a necessity for those who frequently undertake long journeys.

Major technical developments are, indeed, on the way, but they are unlikely to be incorporated in production sets until all the snags have been dealt with in the laboratory—and that may well be some time.

All the car radio firms are known to be undertaking exhaustive experimental work in the application to their products

of transistors—a remarkable new gadget which, in certain applications, will do the work of a valve, with the advantages of having, apparently, a much longer life of full efficiency, reduced physical dimensions and a useful saving in the power demand.

But they are expensive, and their characteristics require quite different circuits from those employed in the conventional valve circuits which are at present in use. No manufacturer will risk using them until he can do so with certainty that the results will justify the change; yet they offer advantages which may well prove of great value in car radio application. It will be interesting to see who first succeeds in incorporating these new devices in his products—and the public

reaction. So much for the future. For the present, with ease of tuning—including push buttons and switch and drum arrangements—and high quality reproduction stressed by all the manufacturers, one can say that the public eye has been caught, at the London Show, mainly by novelty in arrangement and in ancillary equipment.

One of the hits of the Show in this section has been an automatic aerial, which Show visitors have been able to try for themselves. As the set is switched on, the aerial slowly rises to its full extent, the operating mechanism being automatically switched off at the upper limit. When the set is switched off, the operation is reversed. A most attractive showpiece, and one with real advantages, as the number of car radio aerials one sees with unscheduled bends in them bears full witness.

Other aerials include models which have a spring-loaded break point; this will allow the extension to give, without damage, against an obstruction, and then return to position; others remain in "broken" condition until they are restored by hand.

Some remarkably good speaker arrangements are possible these days, when the makers are sufficiently radio-minded to make provision for the installation in their designs—a much better procedure than compelling the equipment to be tacked on as an afterthought, without regard to the passenger's legroom or the acoustic disadvantages. But the chief developments are the unseen ones—the detail improvements which go to make today's car radio efficient, durable and fit to be compared with the reproductive quality one can have at the fireside—and that, in these days, is saying a great deal.



Built-in is the control panel of this car radio at the London Show.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

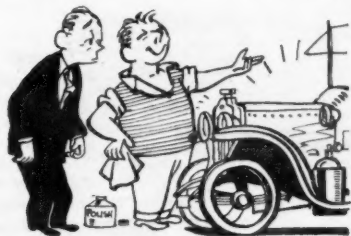
Before the Ball

MY appointment with BEN on the dance floor at the Grosvenor ballroom for this year's Show Ball was something of a pierhead jump. I left the Show at 6 p.m., which you would think an easy time for ten miles of driving, a change into evening clothes and arrival at 8.30 p.m. That was the day on which it was reported that police cars were telling motorists not to use Regent Street. As far as I was concerned they might as well have told 'em not to use Kensington High Street, Knightsbridge, Hyde Park Corner, Trafalgar Square and all points within a radius of five miles. Is there a politician whose wits remain sufficiently undimmed to realize that the capital is being choked to death? Apparently not.

Anyway, I hurled myself into the much jollier congestion of the dance floor about ten minutes late, and I hope that the Motor and Cycle Trades Benevolent Fund got as much benefit out of the gaiety as all of us did at the ball. I like the evening because there is an air of enjoyment about which makes even the soberest magnate let his hair down. You can be rude about his cars, or accuse him of slumming when he comes over to visit your table. Likewise he can allege all sorts of things about gossip writers if you so much as make a note. In the meantime the womenfolk can make their customary jokes about wretched men who talk of nothing but cars all day and all night, but I notice that they're not sorry to get into them when carriage time comes at 2 a.m. Where would we be without 'em (the cars).

Lasting

THE colleague whose interests lie with the vintage and veteran cars has my understanding but not my enthusiasm. He will dilate for hours (if we let him) on the paintwork that has stood the test of time and the silver plating—or solid brass—that is as good now as it was fifty years ago. Therein is the snag, for a car is an ephemeral thing and to decorate it in such a way that it will be superficially perfect in



Dilate for hours.

fifty years is being plain silly according to the best economic theory. By that time it will have worn out about eight engines, if the usage has been normal, and, if the past fifty years are anything to go by, the nature of the ride and the control of the car will have changed out of recognition. Hence the owner must either be idiosyncratic enough to want to drive around in an anachronism, or he must regard cars as as much works of art as Benvenuto Cellini salts. Either way, I think he is off the beam.

It seems that the hard-faced economist is right in this instance. He postulates the life of an object and tries to match the length of life of all its auxiliaries to that figure, so that, in theory, there is an instant of decay when the object changes from a corporate whole to a small heap of dust. Which reminds one of Casque's perfect racing car that would cross the line first and then blow up.



Pernicious.

Mucky

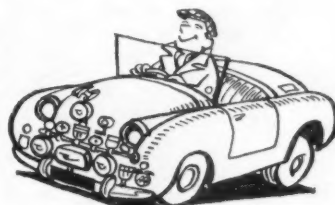
THE new town proceeds apace, and the earth-moving that is going on is phenomenal. So far as I can see, most of it that is dug out is deposited on the road surface over which I am forced to travel, and I remember the law on the subject of depositing mud on the highway and am very cross. The chairman of the development corporation, with an air of great virtue, has said that, although the corporation is not forced to do anything about it, a mechanical road sweeper has been bought; I wish it would precede my nice clean car occasionally.

The more serious aspect is skidding liability. The wet gob of clay struck suddenly on a fast corner is quite enough to make loss of adhesion possible, and it would be no consolation as the car went off the road to reflect that the inch deposit of clay meant that the football field, the tennis courts, the running tracks of the new town are proceeding rapidly, ahead of plan. It might be more of a consolation if more useful portions of the place were taking shape.

I am reminded of the gravel lorry which, at this time of the year, can

introduce ice on the road where none existed before by its pernicious habit of dropping water as it goes along. Is it beyond the ingenuity of the builders of these lorries to provide for a drain sump underneath the load?

♦ ♦ ♦



Nicknacks

Power and Weight

IF you are going to cry for a good power-weight ratio, I say, then some singleness of purpose should be shown in its pursuit. Several of my fellow-motorists theorize on weight-saving for hours on end, their ideas ranging from nickel-iron cells, to get rid of battery lead, to light alloy brake drums, which have the double virtue of saving weight and saving unsprung weight at that. These same motorists, I regret to say, are sufficiently inconsistent in their outlook to require extra driving lights, fog lamps, chromium decorations for their wheel rims, external mirrors, badges and other nicknacks—all of which they deprecate as weight additions on the grounds that each has a very small avoirdupois compared with that of the complete car. Well and good, but I must be permitted my chortle when I point to my own unadorned front end and non-bedecked wings and say virtuously that I don't mind weight provided that it is functional, because my definition of performance is high speed with comfort. The others can have violent acceleration and deceleration.

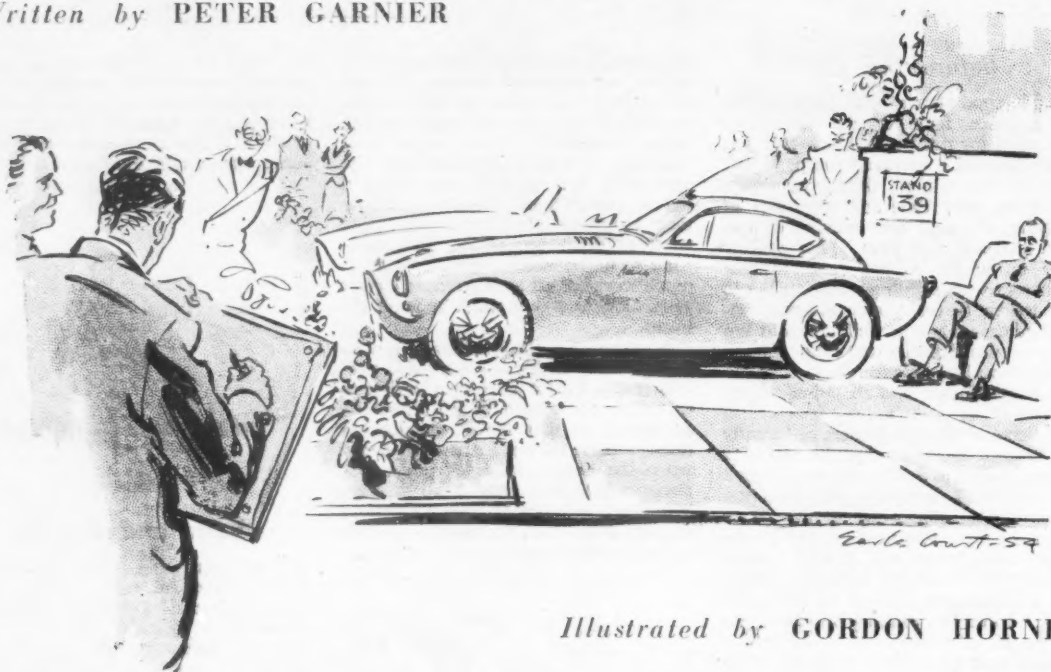
♦ ♦ ♦

Could be News

TO the Motoring Correspondent, *The Autocar*, Dorset House, etc." the letter is headed. And it goes on to offer details of a new imported model, for "it occurs to us that you might like to have information in connection with this car for the purpose of any motoring article concerning the Show that you may decide to include in your publication." A circular letter, I think. As a matter of fact, one or two of my colleagues do plan to smuggle in a line or two about the Show, if there are no respectable divorces or murders, of course, for this issue. One must fill the journal somehow.

DRAWING THE LINE

Written by PETER GARNIER



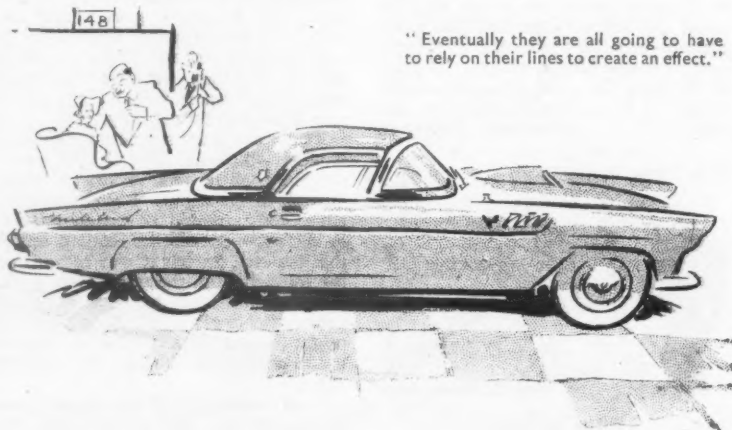
Illustrated by GORDON HORNER

AFTER completing a couple of practice laps with a few incursions into the infield," the artist said as we foregathered on *The Autocar* stand at Earls Court, "I have come to the conclusion that we are up a styling *cul de sac*; unless someone does some very clever thinking we shall soon reach the state when all bodies will be turned out (in three sizes) by some single, gigantic press shop and supplied to all manufacturers, who will then fit their own radiator grilles, bend silver or gold rod into an illegible scrawl as an aid to identification on the side panels, and call it a day." It has long been said in England that American cars are difficult to distinguish. This sameness has now set in in England.

The inescapable fact about this year's Show is the overwhelming confirmation of the flush-sided style in almost every example of the low- and medium-price classes. One or two have steadfastly resisted the impulse by sticking to designs a year or two old; but if a new model is announced, sure enough it has joined the leaders in the dead end. The fact that America pioneered "slab," has been slab-minded ever since, and has not succeeded in evolving anything fresh, indicates that escape is not going to be easy. It is interesting to consider the evolution of the form in this country. It came soon after the war in the medium-priced family saloon field on a car which, as far as the pressings go, remains unchanged to the present day. Gradually it penetrated through the field of popular cars, enveloping even the types where the cycle-type mudguard had held enduring sway. A quality coachbuilder or two toed the line, but only for a year. Among the sports cars there remain those few which cling to their classic lines and may indeed offer the way back to the designers in the *cul de sac* who seek a retreat—no advance apparently being possible. Whether they will cling

to their ideals or join the rest remains to be seen—at least for them there is still an opportunity for forward movement. This year the penultimate of the traditionalists has hauled down his flag and gone flush-sided.

What has brought about this feature? There is a great deaf in customers of what, in children, is vulgarly referred to as "more-ishness." Advertisers, each year, sing of more chromium plate, more speed, more this that and the other but, above all, more room. Designers, therefore, have huffed and puffed and bodies have bulged and swelled. The outcome, nevertheless, is that, of the six passengers that the bodies can carry, two must remain hypothetical or very ill-nourished. Rear seats have, admittedly, become wider but the limiting factor must be the wheel arches; ultimately only an increase in the width of armrests must result. What has been gained? Only a little more space, surplus to the requirements in a four-seater car, plus masses of unmanoeuvrable overhang and vulnerable body sides that give joy to the repair shops.



"Eventually they are all going to have to rely on their lines to create an effect."

SOMEWHERE

From the appearance point of view the trend is gradually being evolved into a common denominator—one oblong box with radiused corners, surmounted by a shorter one with glass sides. This design is seen in its clearest form in the products of a foreign visitor long resident in the Essex marshes. These cars can never aspire to *elegance* but they are efficient-looking, simple and well balanced. The style is exemplified throughout the industry in various forms. Corners are more or less radiused, sides have been broken up by every manner of embellishment known to man—and a good many more. Some of these are wisely designed with their useful effect in mind. On an Italian-inspired American visitor with a name not unconnected with a great river and bay, the attempt to relieve the side has resulted, at the rear, in a forward facing vertical ledge.

The effects of this, as one grazed the garage wall on the way in, would be to bring one up all standing as does a sprag, or, worse still, to remove the rear half of the body. In either case damage would be extensive. Anything used to break up the large expanse must be in the nature of a ship's

the taste of the select *clientèle* will have been groomed to the new look in luxury cars.

One is left with the question posed by philosophers, both genuine and bogus—"Whither?" Now that manufacturers are virtually all up the *cul de sac*, and those that are not are on the way, there is no choice but to start coming back. As far as passenger space goes, a box gives the greatest volume. Sports car owners are not so fussy about carrying large numbers of people so the designers have an easier job. Variants of the box must remain as long as an advertising cry must be "more space." As long as there are wheels there must be wings in one form or another; only a complete change in forms of propulsion, possibly allied with an entirely different form of transport, can change that.

Return to the Angelic

Unless we are to remain with our variations on the box theme until some new form of transport demands a completely new style and shape, there seems no alternative but a return to wings—a retrograde step using slab as the basis. One sees this deliberate retrogression in other spheres—for example, the return to the earlier painting treatments of the pre-Raphaelites; one sees it, too, in architecture, with its constant recreation of the great classical forms of the past. The aesthetic beauty of cars is cared for by similarly creative minds, and similar artistic principles of line and mass are involved.

After "slab" the next big factor revealed by the Show is the spreading realization by the manufacturers that the estate car can offer to those who need it a great deal more than the normal saloon—and still retain to a great extent the saloon's refinements. Formerly there was a snobbish resentment towards "utilities" (unless on a costly chassis). Somehow they savoured of the delivery van, and it is true that many utilities were—and still are—derivations of the manufacturers' light vans. There are extremes in this field, and between them comes a junior bus which will seat eight people. Of this I think that few motorists would wish to be junior bus drivers and, unless one has prolifically produced

an enormous family, the attraction of playing junior bus driver would be outweighed by the chance of being thought to be running a bus service.

Undoubtedly the estate car offers great scope. The vehicle itself will accept any amount of accessories to enhance its



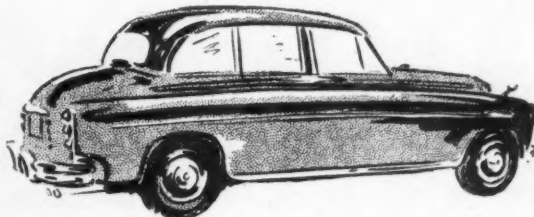
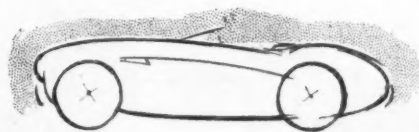
"... outweighed by the chance of being thought to be running a bus service."

rubbing strip rather than something more vulnerable, even than the side itself.

True elegance is to be found more among the graceful curves than angular box forms. In fact, the finest examples of this treatment are found among the sports cars. It would seem, therefore, that the sports car, open or closed, is less of a design problem than the family car. One open example which we picked out and illustrated last year has not been surpassed, though its perfect outline continues unchanged. Even better is its record-breaking shark-finned sister, whose lines were so swiftly flowing that it was hard to believe it was standing still. The shark fin no doubt has a great deal to do with this impression and it is interesting to observe the inspiration which designers derive from objects long associated in the public eye with speed—jet outlets, flying arrows and so on.

Historical Defeat of Slab

The application of "slab" to the town carriage class has not encouraged further experiments. It ill suits the longer chassis and large bodies. In a discussion with the representative of a long-established firm of specialist coach-builders, the point was made that a sally into this field in 1948 proved so unsuccessful that no further similar bodies were made. Instead, by a very gradual metamorphosis, front wing lines are being raised and body panels are slowly expanding outwards until the wings are but vestigial traces. But, as yet, they are still there. The time will come when the front wing line has joined the waistline, by which time



"True elegance is to be found more among the graceful curves than the angular box forms."

DRAWING THE LINE SOMEWHERE . . . continued

comfort, and I foresee a spate of pseudo country gentlemen, Canadian lumberjacks and desert patrol sahibs when the tailors realize there is more to the motoring side of their profession than car covers. Mr. Jones will, perhaps, go on safari from the suburbs to Brighton rather than go for a drive. After all, the very name estate car conjures up stately parkland and shooting parties—once you have shaken off the meat van ancestry.

Colour is bright to the point of garishness this year—what else, indeed, have many manufacturers been able to enhance, up the *cul de sac*? Lasting colours which were previously thought to be “fugitive” have been produced by current development in synthetic finishes, and the range of colour is truly enormous. Even some of the cars themselves seemed startled, and certainly the colourful gladioli, azaleas and cyclamens were almost pale in comparison. One stand of sleek sporting exhibits was finished entirely in white. Dual colour schemes are general and normally very successful. The arbitrary dividing line where colour meets colour sometimes bears little relationship to the car's lines. It is true to say, too, that a dividing line achieved by colour change alone is rarely as successful as one achieved by a change in form.

Perhaps the most colourless cars were those infiltrators from behind the Curtain; no capitalist chromium or bourgeois brightness for them. Among so many colourful cars they seemed dull. Colours within reason should be bright—it would be a dreary soul who said otherwise—but they must keep to the laws of harmony. Colour combinations are not a matter of taste but adhere to hard-and-fast rules; some clash, some do not, and some look horrible together. No amount of styling or education of public taste will alter this.

The Chiffonier Six?

Commenting upon these lines, we fought our way back to *The Autocar* stand through the crowds that were pouring in, and sank, footsore, into two armchairs. “What it all amounts to,” the artist said, “is that, provided it has sufficient chromium and is dolled up enough, you can persuade the public to accept, and ultimately to like, a car that has little more æsthetic grace or beauty of line than a battered bucket. Look at the set-up in here,” he said, waving a sketch book vaguely round the hall. “If you chromed, cellulosed, surrounded with flowers and placed on the eminence of a dais an early Victorian *chiffonier*, you could get away with it. What you want to do is to imagine them all in a London street in mid-winter in a year's time, when all the youthful bloom has gone from the cellulose and the chromium has rusted. How would they look then?”

“What you mean,” I said, “is that eventually they are

all going to have to rely on their lines alone to create an effect. You can count on the fingers of one hand the cars that are going to look good when their superficial glitter has gone. Look at the specialists' cars—Rolls-Royces and Bentleys that stood by the flowered aisles of the coachwork section twenty years ago, and are still about, sometimes rusty and dirty, but looking good. It is another application of that old advertising slogan somebody used years ago, ‘Cars are like women—paint hides a lot but their lines give them away.’ I was walking past a stand where the ultimate in chromium-plated vulgarity was on show. ‘Terrific,’ I heard a man say. ‘Monstrous,’ I replied. ‘Well,’ he said, ‘aren't they about the same?’ It was significant of public opinion; though it is quite prepared to admit that a design overdoes it in garishness, it will accept it as terrific.”

All Can be Good Without Glitter

“You have proof of that,” the artist said, “in the Liège-Rome-Liège winner at last year's Show and that salt-caked record breaker. One was covered with dust and mud, the other with salt; neither glittered nor shone, yet both looked magnificent because their lines were right. Then you get Raymond Loewy's very well-styled car which, last year, seemed just about perfect. Now they have adorned its shapely flanks with quite pointless bits of this, that and the other, and what has it done to it? Has it improved it? Not a bit. It was complete in itself, and looked fine; now it looks like what it is—an attempt to improve on a good design in deference to the insuperable urge to produce something new each year regardless of whether it is an improvement or not.”

“Ah, well, we're seeking after perfection,” I said. “The same applies to everything that the industrial designer handles, be it salt cellars, refrigerators or jewellery. If it glitters enough and looks modern it will sell. What car do you like best of the whole lot? If you had to give a prize which would you give it to?”

“Inevitably, with so much sameness,” he said, “one must pick on the individualists, and that limits the choice to the sporting exhibits. Three cars—an indefinite decision, I agree—seem to stand out even from these, and all are good. First, I would say, comes the ‘hard-top’ newcomer whose manufacturers prefer to remain anonymously known by two initials. Then, I think, the neat, compact little blue saloon whose name was known in Shakespeare's day; finally the Fibreglass, brown saloon that created such a stir when it appeared in aluminium last year. There are others, of course, and they will all look good, however old, because their lines are correct and they rely on nothing but their lines to appeal.”



“I foresee a spate of pseudo country gentlemen, Canadian lumberjacks and desert patrol sahibs . . .”

Ascari led the race in the early stages, in one of the new Grand Prix Lancias; but both of these cars had retired when the race was only ten laps old.



SUNLIT SPECTACLE

Mike Hawthorn Wins Spanish G.P. for Ferrari : Debut of New Lancias

THE last event in the 1954 World Championship for Grand Prix drivers—the Spanish G.P., run on the Pedralbes circuit at Barcelona last Sunday—was notable on several counts. First, the new and long-heralded G.P. Lancia cars made their first appearance, and Ascari proved their potentialities by leading easily in the early stages; secondly, the redoubtable Mercedes-Benz never looked like winning the race at any stage; and, thirdly, the winning car eventually proved to be the works Ferrari driven by J. M. Hawthorn, of Great Britain, who thus becomes the second Englishman to win two major Grand Prix races (the other being the late Sir Henry Segrave, some thirty years ago).

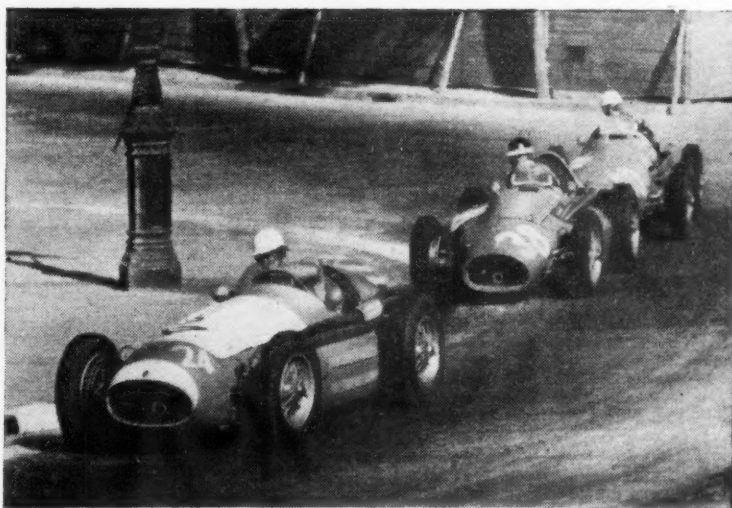
In spite of the early failure of the fast Lancias, the race was an interesting one, and the fact that the first three finishers represented three different *marques*—Ferrari, Maserati and Mercedes-Benz—augurs well for the competitive future of Grand Prix racing. The circuit at Barcelona was also the scene—on the day before the G.P.—of an international sports car race, and in this two of the *Ecurie Ecosse* team of Jaguars finished second and third in the hands of Roy Salvadori and Ninian Sanderson, behind the French-owned Ferrari of F. Picard. A good weekend's racing, and food for much thought during the forthcoming winter.

IT cannot be denied that the appearance and the whole atmosphere of Barcelona, at this time of the year especially, is conducive to the success of a large-scale motor race. The weather is usually—and

this year was no exception—warm, and Sunday was a perfect sunny day; the colourful aspect of the masses of flowers, of the southern warm-complexioned people, and of the buildings and the city as a whole, combine to attract, in particular, the inhabitants of those more northern climes in which autumn is now well established. The circuit, on the outskirts of the city in the suburb of Pedralbes, is almost four miles long and comprises a long straight on the very wide Avenida del Generalísimo Franco, and an up-and-downhill back leg with several

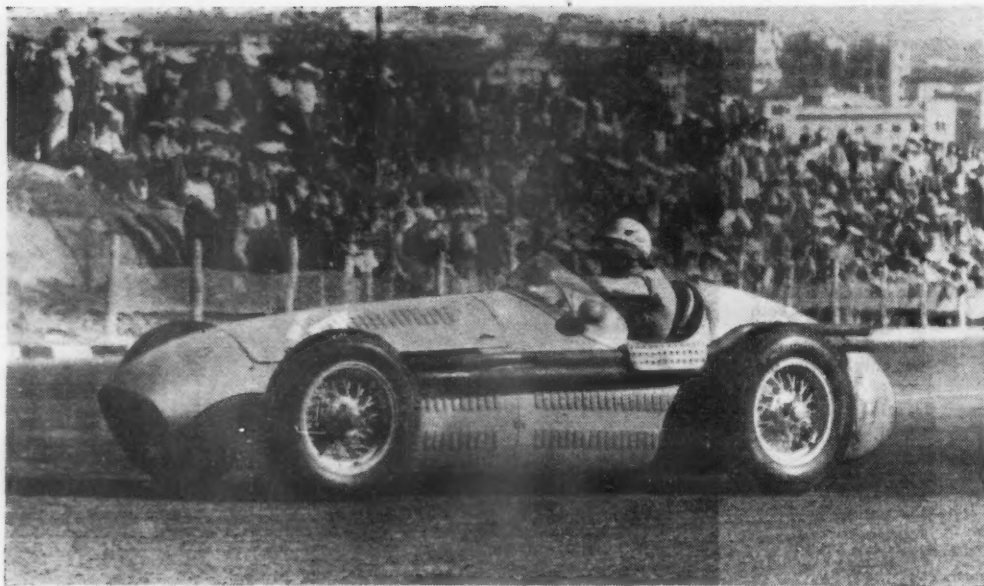
tricky corners, which is much narrower and rather bumpy. On the whole, a good varied circuit. The Grand Prix is timed to start at 11 a.m. on the Sunday morning; it therefore finishes shortly before 3 p.m., which is a normal lunch-hour in Spain, and leaves plenty of time for those who so desire to go on afterwards either to the bullfight or the football (spelt "futbol") match—and many of the spectators do just that.

The practice periods for this year's race (the first to be held since 1951) were full of incident. On the first day, Ascari



After Ascari's retirement, there was a terrific three-cornered fight for first place between Schell's Maserati and the Ferraris of Hawthorn and Trintignant. They are seen here in that order at the corner leading into the straight.

The young Maserati driver, Luigi Musso, drove well to finish second; here he is placing his car for the right-hand corner into the Avenida de la Victoria.



proved easily fastest with one of the new Lancias, and three of the four British drivers (Moss, Collins and Hawthorn) all crashed, almost at the same spot! Nobody was hurt, and the cars of Moss and Hawthorn were not badly damaged; unfortunately, the Vanwall Special which Collins was driving hit several trees, and the damage was too great to be repaired in the time available before the race. On the second day, Fangio, by a great effort, recorded the second fastest time for Mercedes-Benz with one of the open-bodied versions (2m 19.1s, one second slower than Ascari's best); and when the starting grid was issued it was seen that the front rank comprised four cars of four different makes—indication of the close competition. These were Lancia (Ascari), Mercedes-Benz (Fangio), Ferrari (Hawthorn) and Maserati (Schell); behind them came the second Lancia (Villoresi) and the Maseratis of Moss and Musso.

The sports car event on the Saturday was not, unfortunately, as interesting as

its entry had suggested. From the start the lead was taken by Jean Behra, of France, in the 3-litre Gordini; this lasted for eleven laps and then the rear suspension broke. Roy Salvadori then took the lead in the Jaguar XK120C, but was slowly caught by Picard's 3-litre four-cylinder Type 750S Monza Ferrari—the Jaguar appeared to be suffering from binding brakes. Peter Whitehead's Cooper-Jaguar went well but was forced to retire before the end when a valve broke; finally, the Ferrari won from the Jaguars of Salvadori and Sanderson, while Graham Whitehead took sixth place in his DB3S Aston Martin behind two more Ferraris.

SPORTS CAR RACE RESULT (distance 157.0 miles, 48 laps of 3.25-mile circuit)

1. Ferrari 3,000 (F. Picard), 1h 42m 43.7s, 91.78 m.p.h.
 2. Jaguar 3,442 (R. Salvadori), 1h 42m 59.8s;
 3. Jaguar 3,442 (N. Sanderson), 1h 45m 2.7s;
 4. Ferrari 3,000 (V. Samelro), 1 lap behind; 5. Ferrari 3,000 (N. Pinto), 1; 6. Aston Martin 2,922 (A. G. Whitehead), 1.
- Fastest lap: Gordini 2.986 (J. Behra), 2m 30.2s, 94.07 m.p.h.

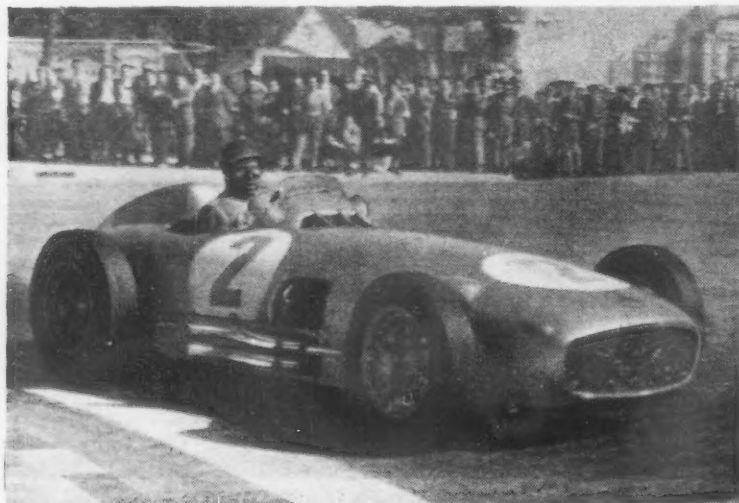
SUNLIT SPECTACLE

But it was the Grand Prix which made the topic of conversation; the Lancias were remarkably fast, but could they last? Were the Mercedes drivers keeping anything in hand? Hawthorn was to drive the squat beetle-like side-tanked Ferrari, now with modified engine and front suspension; would this car prove an effective challenger to its rivals?

The crowds poured in, to line the sides of the circuit and fill the temporary but capacious grandstands. The minutes ticked by towards eleven o'clock; the sun climbed higher, the day grew hotter, and jackets began to be shed—sunglasses were already in wide use. The cars, in place on the grid (Lancias, in a beautiful shade of dark red, appearing theatrically last), burst into noisy song; everyone stood up or leaned forward, the flag swept down—and pandemonium broke loose! Ascari snatched a narrow lead as the cars accelerated past the pits, from Behra (who had made a spectacular start from the fifth row, before the flag fell!) in the 1955 Gordini, though with the 1954 engine; then came Fangio and Schell, the latter's Maserati painted blue and white for America.

Away they went; and when they reappeared after their first lap, it was Schell who led, from Hawthorn, Ascari and Fangio. This was certainly not according to expectations; but it was actually part of Maserati's strategy to let Schell start with a half-empty fuel tank, to go fast at first and possibly break up some rivals—of course, he would have to refuel later. Two laps, and Ascari had passed Hawthorn; and Trintignant (in the other works Ferrari, with the latest engine in the earlier chassis) had passed Fangio! Then Villoresi coasted into the pits with the second Lancia, the engine silent; a very short discussion, and the car was pushed away, with transmission failure.

The next time round Ascari led, Schell chasing him hard; by now Moss had also passed Fangio, and although Herrmann lay seventh with the second Mercedes, Kling was well back with the third car, which did not sound happy. All three cars, incidentally, had the normal un-



Fangio needed all his determination to keep going in the later stages of the race, when he became soaked in oil blowing back from the Mercedes-Benz engine.

streamlined bodies. This was, perhaps, not Mercedes' day—but the race had as yet hardly started.

Ascari led for nine laps, pulling steadily away; but then he stopped at the pit, and although he restarted for one more lap, the Lancia's bolt was clearly shot; clutch trouble was officially announced as the cause of his retirement. Behind him, however, a terrific duel was in progress between Schell's Maserati and the Ferraris of Hawthorn and Trintignant, each leading in turn, and this lasted for over 20 laps, or quarter distance. Moss chased this trio calmly, keeping ahead of Fangio; but then his bad luck returned; a fuel tank strap broke and trailed on the floor (unknown to the driver), and after eighteen laps he stopped, and retired two laps later—the Maserati's scavenge oil pump drive had failed.

Position at 20 laps
1. Ferrari (Trintignant), 50m 29.1s. 93.27 m.p.h.; 2. Maserati (Schell), 50m 29.2s; 3. Ferrari (Hawthorn), 50m 29.8s; 4. Mercedes-Benz (Fangio), 50m 50s; 5. Mercedes-Benz (Herrmann), 51m 20s.

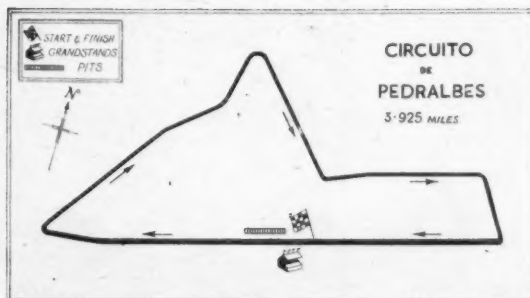
Now it was Schell's turn; on the 22nd lap he spun while in the lead, dropping to fourth place behind Fangio, and seven laps later he, too, retired—the gear box had given up. This left Hawthorn firmly in the lead from Trintignant, with Fangio third, Herrmann fourth and Musso's

continued

Maserati fifth; but now Trintignant disappeared temporarily, coming slowly into the pit, while Musso passed Herrmann. Other retirements by now included Behra's Gordini and the Ferraris of Manzon and Swaters.

Suddenly, a stiff breeze sprang up, although the bright sunshine remained; and this quickly whipped up a veritable duststorm, leaves and waste paper joining in the mad dance. A lot of this material promptly stuck to the radiator air intakes of the cars; the Mercedes in particular, with their fine-mesh gauze, seemed to lose quite a lot of intake aperture as a result. Just before half-distance Herrmann came in with his Mercedes (at that time fifth, Mantovani's Maserati having also passed him) and a long process of adjustment took place; he eventually restarted, but the

This is the Barcelona circuit: the back leg is uphill to the sharp right-hand corner, thereafter falling gradually to the beginning of the straight.



clutch was very obviously slipping badly. Hawthorn now led from Fangio, with Musso third, and their relative distances were remaining almost constant.

Position at 40 laps
1. Ferrari (Hawthorn), 1h 36m 35s. 97.56 m.p.h.; 2. Mercedes-Benz (Fangio), 1h 36m 54.5s; 3. Maserati (Musso), 1h 37m 11.7s; 4. Maserati (Mantovani), 1h 37m 19s; 5. Maserati (Mieres), 1h 37m 49s.

By now the field was thinning fast; Pollet's Gordini had also disappeared, and Bira's Maserati was in the pit producing a geyser of steam from the radiator. However, it restarted after some delay, seemingly none the worse. De Graffenried created some amusement by coming in with his older-type Maserati (the car which has been filmed this year as the Burano, for a forthcoming 20th Century Fox production) carrying the twin exhaust pipes on his shoulder; he restarted without them, but later handed over to Volonterio, as the noise was deafening to the driver.

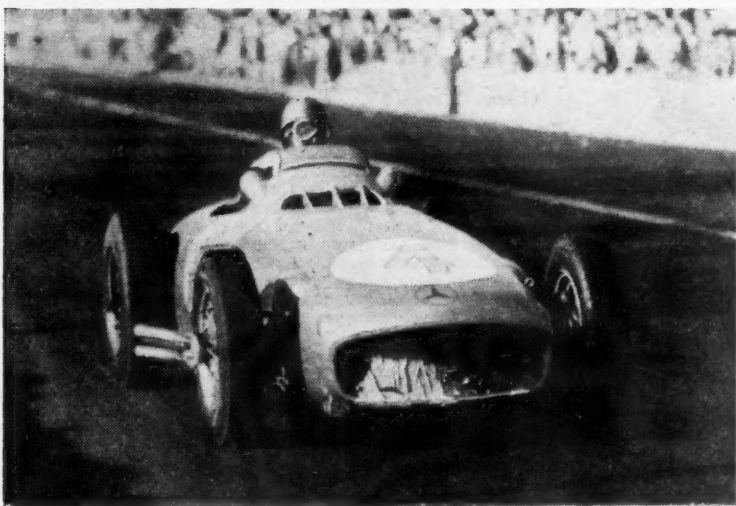
Just after fifty laps Neubauer signalled to Fangio to speed up, and he slowly gained on Hawthorn until the gap came down to 17 seconds. But the Ferrari pit quickly responded, and Hawthorn restored the previous 25- or 30-second gap without apparent effort; meanwhile, Musso was hanging grimly on behind Fangio. Mantovani, in fourth place, gradually caught his Maserati team-mate, but then spun owing to a locking brake; this trouble caused his retirement a few laps later. Now there were but nine survivors.

Position at 60 laps
1. Ferrari (Hawthorn), 2h 24m 45.3s. 97.61 m.p.h.; 2. Mercedes-Benz (Fangio), 2h 25m 14.9s; 3. Maserati (Musso), 2h 25m 47.8s; 4. Maserati (Mieres), 1 lap; 5. Mercedes-Benz (Kling), 1 lap.

Wharton, after a steady drive among the back-markers in the Owen-modified Maserati, now lay sixth; unfortunately, a pit stop put him back a place, and the car sounded extremely sick towards the end. It seemed now that the order was set, but drama still remained in store. Fangio's Mercedes had sounded less crisp for some



British victor: Hawthorn smiles happily as he holds the winner's bouquet, while Moss comes up to congratulate him on his fine drive.



The Mercedes-Benz cars were particularly affected by the leaves and waste paper which were blown around during the race; here is Kling's car, which was, not surprisingly, boiling at the finish.

time, and the driver's left shoulder and arm were oil-stained; suddenly oil smoke came out in clouds, until Fangio resembled a negro minstrel and continually had to wipe his face. Then, ominously, the smoke abated—but the engine sounded awful! Musso swept past into second place, and it seemed that the world champion might not even finish; but he grimly kept the car going, though comparatively slowly, and retained his third place until the chequered flag signalled the end of Hawthorn's fine drive and the survivors thankfully stopped. This was a gruelling race, but a very good one.

RESULT (race distance: 314.6 miles, 80 laps of 3.925-mile circuit)

1. Ferrari (J. M. Hawthorn), 3h 13m 52.1s, 98.01 m.p.h.; 2. Maserati (L. Musso), 3h 15m 5.3s; 3. Mercedes-Benz (J. M. Fangio), 1 lap behind; 4. Maserati (R. Mieres), 1; 5. Mercedes-Benz (K. Kling), 1; 6. Maserati (F. Godia), 4; 7. Maserati (L. Rosler), 6; 8. Maserati (K. Wharton), 6; 9. Maserati (B. Bira), 12.

Fastest lap: Maserati (H. Schell), 2m 17.8s, 102.53 m.p.h.

Retirements: Maserati (S. Mantovani), 58 laps covered; Maserati (E. de Graffenried and O. Volonterio), 57; Mercedes-Benz (H. Herrmann), 49; Ferrari (M. Trintignant), 47; Gordini (J. Pollet), 37; Maserati (H. Schell), 29; Maserati (S. Mosa), 20; Gordini (J. Behra), 17; Ferrari (J. Swaters), 16; Lancia (A. Ascari), 10; Ferrari (R. Manzon), 3; Lancia (L. Villorosi), 2.



Perhaps the most picturesque village in Essex, Finchingfield has a wealth of old houses and a Norman church tower.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET LONDON S.E.1.

Plastics

Not Suitable for Windscreens

[65991.]-I am writing about the letter on windscreens in your Correspondence columns of September 17. The facts are as follows.

First of all, it is not true to say that plastics are universally used in aircraft. Most windscreens in aircraft all over the world are of safety glass. There are two main things against the use of plastics in the windscreens of cars. First, lack of safety properties; secondly, surface deterioration. The Society of Automotive Engineers, an American organization, have reported the following results of tests on plastics in motor cars:

The total life of a plastic windshield, under average operating conditions, using the wiper occasionally, ranges from 30-45 days. Beyond the 30-day period driving becomes dangerous, and it is almost impossible to drive into the sun or bright head lights at night. This is because of the deterioration of the surface of the plastic, caused by the rubbing action of the wiper. What is much more serious, however, is that when the plastics under test were broken they produced dagger-like particles just as hazardous as ordinary non-safety glass. For these among other reasons plastic windshields on motor cars are illegal in America.

Safety glass, whether laminated or toughened, is the result of

years of experience and scientific test. If any available plastic were better it would have been in use a long time ago.

London, W.1.

KENNETH HORNE,
Triplex Safety Glass Co., Ltd.

Who Pays?

A Misunderstanding

[65992.]-The letter [65961] "Who Pays?", in *The Autocar* of October 8, is surely based on a misunderstanding?

In a case such as described by Wing Cdr. E. J. Vivian, i.e., where an insured is not to blame for an accident causing damage to his vehicle, and the cost of repair could have been recovered from the person responsible but for the operation of a knock-for-knock agreement, it is the practice of insurers generally to allow the no claim discount.

I suggest your correspondent should take up the point again with his insurance company.

R. HOOD.

Perth.

[The original correspondent has, indeed, confirmed that his letter was based on a misunderstanding and the correspondence is therefore closed.—Ed.]

Taken for Granted

A Trade Pincer Movement?

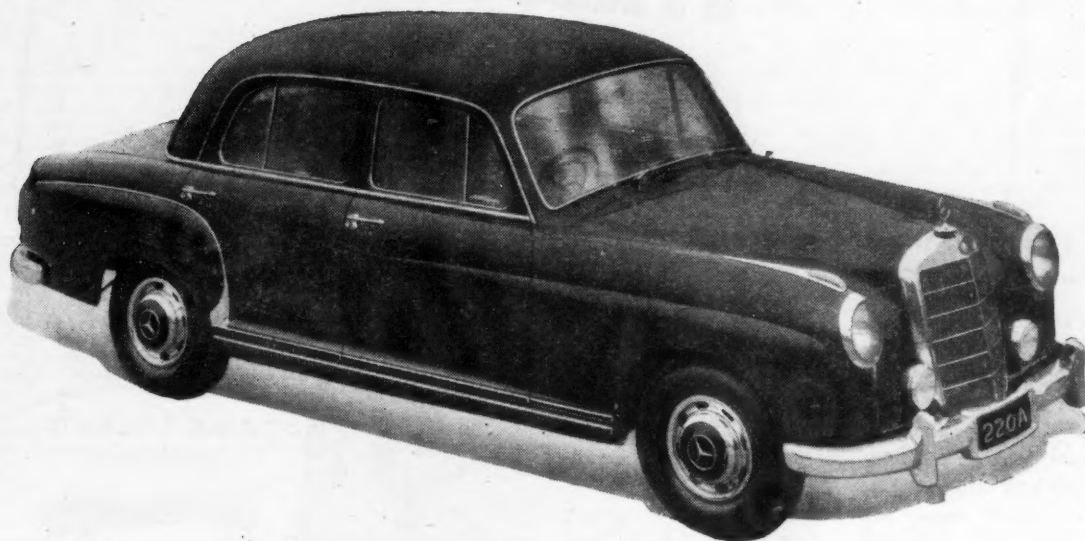
[65993.]-I would be very grateful if someone could elucidate the tag attached to the heater unit of my new car. It reads: "Caution. It is impossible to drain the heater unit when draining remainder of cooling system—under freezing conditions—anti-freeze must be used."



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CORRESPONDENCE

continued

Now, I may be of a suspicious inclination, but is it not significant that the manufacturers of the heater concerned also produce what is probably the most widely used anti-freeze solution? They naturally recommend their own in this case!

I would like to know: How does one, in fact, drain the heater unit; and what happens if you do not, cannot, or will not use anti-freeze solution in your radiator?

Perhaps someone who has eluded this trade pincer movement (i.e., someone who did not use anti-freeze and lived) would solve my problems for me.

TKX 918.

Banstead, Surrey.

Change of Name

A Pity to Drop the "Talbot"

[65994].—It is with regret that one learns through the article "Optional Overdrive for Sunbeam," in *The Autocar* of October 8, that the Talbot part of the car's name has been discarded.

What a great pity it is this decision has been made, considering the Talbot's worthy background. One landmark in motoring history comes to mind in that a Talbot was the first car in the world to cover 100 miles in the hour.

Another point worth mentioning is that the latest version still follows the lines of the pre-war London Talbot Ten but is very far removed from any resemblance to a Sunbeam.

Retford, Nottinghamshire.

R. H. HOOD.

Progress

Leather Upholstery . . . Pile Carpets

[65995].—I read that a certain popular car is to be produced in a luxury version, in addition to the standard model. Two of the so-called attractions of its specification are leather upholstery and pile carpet.

I have travelled many thousands of miles in a quantity-produced 10 h.p. saloon, sitting on a leather seat with my feet on a pile carpet. This car was also fitted with a sliding roof and window louvres, but, of course, it was a 1939 model and retailed at £185. I note, also, a return to the central gear lever; we have certainly had enough of those comic steering column affairs!

Incidentally, I am not by any means a veteran, sighing for the "good old days," but one who has just graduated from the motor cycling stage at the age of 23.

J. N. ATKINSON.

M.E.L.F. 17.

Automatic Transmission

An Overlooked Aspect

[65996].—There is one aspect of the automatic transmission controversy which has not been mentioned by your correspondents. There are many disabled drivers who would welcome the introduction of a popular priced small car equipped with automatic transmission, despite some loss of performance. In fact, to some of us it represents our only hope of driving again.

The polio which made my legs uselessly partially paralysed my arms too. Although able to drive a Ford Anglia converted to all-hand control, I have not the necessary strength required in an emergency. With only the steering, brakes and throttle to operate, it would be a different story. If anyone has solved this problem at reasonable cost, I would be most grateful to hear about it.

Lt. G. H. Huthall [65905] should not worry about "those physically incapable of operating a clutch with a foot," for they have to pass a stricter test than he did. Regarding the "mentally and morally incapable" drivers he mentions, they are still going to drive just the same. Surely it would be safer for everyone if driving was made easier for them?

I feel that Browning might have summed up the situation thus:

"Oh, to be in America
Now power steering's there!"

Northampton.

J. V. GARNETT.

Steering

A Figure for Sensitivity

[65997].—I should like to support Mr. Robert E. Logan's suggestion [65932] that a figure for steering sensitivity should be included in your Road Test reports.

I suggest that the most logical criterion is the ratio of the angular displacement of the steering wheel to the resulting curvature of the car's path in the absence of tyre slip, curvature being defined as the reciprocal of the radius.

It is easy to show that this is given by the product of the wheelbase and the angular gear ratio of the steering as defined by Mr. Logan. This is strictly correct only for small angles and it would, therefore, be better to take the gear ratio in the neutral position rather than the mean over 360 deg, to avoid error as a result of non-linearity.

Further, the angular displacement of the steering wheel per unit of lateral g is readily obtained from the above product by multiplying by $\frac{g}{V^2}$ in the usual dynamical notation and in the correct units. We thus have a quantity analogous to the "stick travel per g " familiar to those of your readers who are aeronautical engineers.

The lock-to-lock and turning circle figures should, of course, continue to be quoted, but the criterion I have suggested would, I think, give a direct measure of whether the steering is low or high-g geared from the driver's point of view.

Cheltenham, Gloucestershire.

TERENCE BOUGHTON.

"The Price of Power"

Disagreements with Certain Points

[65998].—I have pondered for some time as to whether or not I should comment on an article by Mr. Roger Huntington, "The Price of Power," published in the July 23 issue of *The Autocar*. While I agree that Mr. Huntington's summary is interesting and somewhat factual, I hesitate to go along with him in certain instances.

Mr. Huntington states that should some of our so-called "big" V-eight engines be connected to synchromesh transmissions, sluggish performance would ensue. The record proves otherwise. The "big" Buick V-eight can be obtained with standard transmission and has a most noteworthy performance, as do the Oldsmobile V-eight models as well as Cadillac. While Cadillac synchromesh equipped cars are no longer available, the last one to be built was to the order of my brother, Edward Gaylord.

This was a 1953 Coupé 62, equipped with 3.07 to 1 axle ratio and the Cadillac three-speed synchromesh gear box. At the drag races in Santa Ana, California, in the year 1953, my brother outstripped all comers in the stock class and returned a standing quarter-mile of 86.6 m.p.h. In Britain the only car to have such sky-high gearing is the Bentley Continental, which, it also must be mentioned, is one of the highest performing saloon cars in the world.

While it is true that the "big" V-eight American engines were designed with automatic transmissions in mind, it must be remembered that when challenged they usually come out triumphant. The notable light weight of the Buick 322 cu in V-eight (some 650 pounds), considering the amount of b.h.p. and torque that it puts out, certainly challenges a Jaguar. Fit one of these engines in a standard Jaguar (all automobiles and conversions discussed are pertaining to street type vehicles and not those tuned for competition or racing), utilize the standard four-speed box in the Jaguar chassis, and you would have the same effect in performance as giving Molotov a hot foot in the midst of a U.N. conference.

I feel that it is somewhat glib for the following statement to have been made: "These new engines would actually be sluggish if used with old gear changing techniques in conjunction with a foot clutch and three-speed box." Even though the full torque of some V-eight engines, with four-choke carburetors and so on, may be obtained at a somewhat higher speed than heretofore, it must be remembered that there is a great deal of excess torque despite this.

Frankly, I am getting tired of having our fine American engines referred to as "enormous, big, gargantuan," and so on. Let's face facts! They give the American passenger car the highest performance of any saloons heretofore known in history, and with it a reliability and fuel economy that result in a record that would be difficult to challenge. It is difficult for me to make these statements in this limited space, and the reader might suspect loopholes; however the Cadillac, in actual road tests conducted here, in America, has been proven to have slightly better actual miles per American gallon fuel consumption at highway speeds than many small displacement British saloons with "banshee" gearing.

The class system must go. Who particularly gives a hoot whether it is "good for its size," or isn't? How many times I have had to make apologies for my "pony-powered" imported car to the driver of an American family saloon, who spent less and reaped as much, or more, performance at the same time? Unless competition racing is to be adhered to in a completely straightforward manner, the class system in passenger cars and street sports cars is, in my humble opinion, "tommy rot." Now

CORRESPONDENCE

continued

that Ferrari are enlarging the capacity of their engines, I fear that American components will be outdone in competition racing. However, it must be remembered that American passenger car V-eights are modified into sports cars, rather than sports car engines modified to suit saloons, viz., the German Mercedes-Benz 300 sedan and the British Lagonda.

Incidentally, further to correct Mr. Huntington, I should like humbly to submit that Cadillac does not use hydraulic torque converters, though they did for a very short period when Hydra-Matic gear boxes were not available. Hydra-Matic uses a unique type torus and fluid coupling which does not actually resemble that used by other makers of similar gear boxes (British Daimler). I make these corrections inasmuch as one must be thoroughly accurate when referring to a technical matter, and I do not wish the British people to be misinformed. Mr. Huntington is one of America's most able writers; however, I fear that some of his remarks incorporate unintentional oversights—and in the interests of accuracy I would presume to correct him.

I am indeed happy to notice that Mr. Huntington makes the statement: "No substitute for litres, I guess!" Too true. Mr. Huntington is, however, erroneous in his remark that "A '54 Oldsmobile Super 88 will out-perform any American production car from a standing start up to 50 or 60 m.p.h. (The 0-60 m.p.h. time on a good one is in the neighbourhood of 11½ sec.)" These just are not the facts! If a Cadillac, the same model as the Oldsmobile, i.e., coupé for coupé, sedan for sedan, convertible for convertible, and so on, were pitted against an Oldsmobile, at no time would one ever witness a failure in Cadillac's performance. American stock car records prove this as well as actual road tests, carried out under scientific auspices.

I feel very strongly about the sort of publicity I am trying to override in this letter. What is not true cannot be made so—and I feel that, if necessary, many American automotive leaders would bear me out, provided that side-by-side acceleration runs were made. Any other method, of course, would be totally unacceptable for reasons too numerous to include herein.

Although I am inclined to believe Mr. Huntington's statement that: "The other manufacturers will never be able to keep up with the Chrysler designs on b.h.p. per litre if the horse-power race continues," here again I feel that this is arbitrary. It is amazing what tricks some chaps have in the hat, and to anticipate them on the basis of publicizing said anticipation is truly glib.

Now to a question—who has the heartiest appetite? Hill-billies for pork chops or V-eight engines for camshafts? This can be answered best by saying that although Mr. Huntington's remarks about camshaft troubles in the States are true, they are true in a more limited way than described. I can readily name two well-known British makes of automobiles sold in the United States that are notorious for ravenous camshaft appetites. I have had numerous personal experiences with these, and there are other makes of British cars in which I have seen evidences of this.

We Americans certainly appreciate Mr. Huntington's charitable remarks that at least our bearings, rings, bores and valve seats are wearing satisfactorily. Also, it seems rather punctilious to state that an "Oldsmobile showed only ½ m.p.h. loss in top speed and 0.7 sec in the 0-60 m.p.h. time in 32,000 miles." Actually greater variations than that can be shown by mere surface changes, temperature and humidity variations, as well as minute bits of weight, and so on.

It may seem that I have directly challenged Mr. Huntington. I have not done so actually . . . I am merely trying to point out the lack of accuracy of the article in question. I realize too that I have not been able adequately to state my case in this limited letter, and therefore am leaving myself wide open to the same sort of criticism that I am giving Mr. Huntington. What I am trying to express is that the American-engineered automobile, with its shortcomings, is the best A to Z transportation in reliability, performance and low depreciation. It does not ordinarily demand a valve regrind at 2,000 miles from new, and the necessity for this operation diminishes in the region of 25,000 miles. True, troubles are being experienced with the American V-eight, but the well-tried and established F-head design of one of the finest cars produced anywhere, and in this case Great Britain has far greater shortcomings, I assure you, than many of our lesser respected American products.

In spite of my severe comments, I hope that the British motor industry will be eminently successful in any market they endeavour to develop, and that they will increase their sales as the years go by. I think that the British automobile has a most promising future in the dollar areas, but would advise that more thought be given by manufacturers in exploiting these potential markets. I make this statement after owning many, many British vehicles, both pre-war and post-war. I might add

that at the present time I own a number of American cars, including a 1954 Cadillac, in addition to a Rolls-Royce Silver Dawn, a Rover 75, M.G. TF, and a Mercedes-Benz 300 sedan. I include my fortunate ownership of these cars in order to establish my automotive background and confirm the authenticity wherein I speak. JAMES K. GAYLORD, Vice-President, Chicago, 16, Illinois. Gay-Lord Automotive Division.

External Mirrors

Tampers Beware

[65999].—I understand that the Minister of Transport is thinking of enforcing the fitting of two driving mirrors to cars, one to be fitted externally on the right side.

Though I dislike more unnecessary by-laws, I think it should then be made an offence for anybody wilfully to alter such mirrors. Motorists will know how often it happens that one wants to use a wing mirror in an emergency and suddenly realizes that it has been tampered with and does not give any vision.

Leatherhead, Surrey.

R. KNOLLER.

Forth Bridge

A Road Bridge is Badly Needed

[66000].—I appreciate Max Millar's article "Why Not Scotland?" in the issue of September 10.

Mr. Millar, on the journey which he so ably describes, must indeed have been fortunate in his experience of the Forth ferry which he refers to as frequent and good. If one is lucky enough to strike it near enough the twenty-minute interval, and provided one of the boats is not out of service, the delay to a holidaymaker is of minor importance. Those of us who use the ferry frequently find it, to state it mildly, irritating. If being packed like herrings in a barrel, and having attendants using hobnailed boots to kick one's steering straight is evidence of a good ferry, Mr. Millar must be right.

After all, there should be no need for a ferry over the Forth. The twenty-minute interval is a minimum; I do not know what the maximum is, but I do know that at busy times the delay can completely mess up one's entire business day. Let us have a Forth road bridge now.

The present bridge has long been one of the world's engineering wonders. I for one would like it classified as an ancient monument!

Cupar, Fifeshire.

R. S. WHITELAW.



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NEWS and VIEWS

Aim-But How Soon?

"OUR aim is for every Argentine to own a car," said President Juan Peron, of Argentina, when he opened the annual Congress of the International Automobile Federation, held in Buenos Aires in honour of the golden jubilee of the Argentine Automobile Club.

New B.R.F. Chairman

LORD DERWENT, of Hackness Hall, Scarborough, has been appointed chairman of the British Road Federation in succession to Lord Sandhurst. He formerly held an appointment with the Renault company and later entered the insurance world.

Rover Company Change

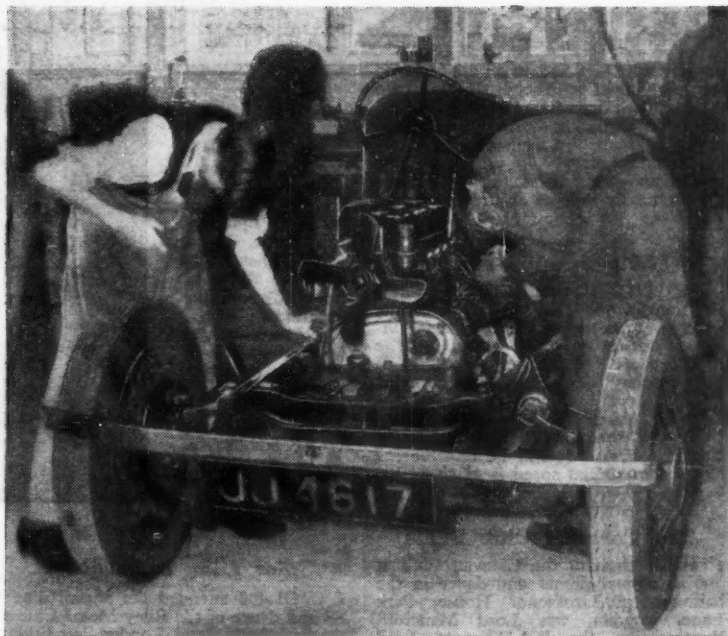
MR. E. RANSOM HARRISON, of Sheffield, who has been chairman of the Rover Company, Ltd., since 1932, has resigned from the board owing to ill health. He has been succeeded as chairman by Mr. R. Howe Graham, who was appointed to the board in 1932 and became deputy chairman in 1952.

"The Autocar" Index

THE full index to Volume C of *The Autocar*, January to June, 1954, is now available at a cost of 1s plus 1½d postage; or index and binding case together, including postage, 6s 4d. Orders should be addressed to Liffie and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, who can also undertake the binding of this volume for a total cost of 18s 10d, which includes the binding case, index and return postage.



This paint pencil, which is claimed to make touching up coachwork as simple as writing a signature, will be found in the toolkit of every new Austin car. When the screw cap is removed, a paint-covered brush emerges automatically, ready for use.



With a 1933 Rover 14 as their object lesson, boys of Belmont Secondary Modern School, Harrow, are taking a two year course in automobile engineering as part of their normal school curriculum, which will occupy them until they reach school leaving age at 16. The subjects in the course include English, mathematics, technical drawing, metalwork and motor transport work. The car on which members of the class are seen working is now almost completely rebuilt, only the electrical system still remaining to be restored.

Another National Park

AN area of about 680 square miles in the West and North Ridings of Yorkshire has been designated a National Park. It includes much of the famous Dales country, and stretches from Bolton Abbey, in Wharfedale, over Malham, Upper Wharfedale, parts of Wensleydale and Swaledale to the outskirts of Richmond, which lies to the west of the Great North road near Catterick.

Plastic Vans?

A U.S. plastics firm is reported to be planning a big expansion programme to allow production, on a commercial scale, of a delivery vehicle made of plastics, following the successful testing of a prototype delivery van by a firm which has 5,000 vehicles in daily use. The delivery firm said that the plastics van was superior to all its other vehicles in reduction of vibration and of running costs; it had more riding comfort and easier handling. The firm in question proposes to open two new factories to provide facilities for the manufacture of tools and dies for plastics, steel and also plastic-steel combination material.

After the Show

MOTORING has received its annual fillip, and the interest in the subject is at its highest. Next week's issue will try to cater for every facet of that interest. There will be an article telling owners just what difference all those curiously named chemicals make to their fuel and their engine performance; there will be a Road Test of a most interesting sports saloon that is on show at Earls Court; there will be a North Country tour by one of

the best authors of such articles in journalism, and also a racing driver's impressions of what it feels like to drive the Mercedes-Benz 300SL. The used car expert will give his appraisal of two more secondhand bargains.

All the usual features will also be included, and no doubt that gadfly amongst columnists, The Scribe, will make his customary contribution towards controversy. Next week's issue will be on sale on Friday, November 5, price 1s.

He Thought of It First

LATEST claim in the motoring world comes from Texas, where a drive-in restaurant proprietor says his is the only place in the world where a motorist can drive in, be served with a meal as he sits there, and have the interior of the car air-conditioned while he eats. To a standard half-ton air-conditioning unit this enterprising person has attached a large rubber hose which is inserted in the car as it draws to a halt. Even with the blistering Texas sun at its hottest, he claims, the occupants of the cars can enjoy their meal in the comparative coolness of 70 deg or so.

Diary Plus

A DIARY and a reference booklet combined, *The Autocar Motorist's Diary* for 1955 will cost 5s 10d in Morocco leather and 4s 1d in Rexine (by post, 6s and 4s 3d respectively). Sixty-three pages of information precede the calendar section, which allows one week to each opening; the size is 4½in by 3½in.

British and international road signs, gradient and conversion tables, mileages, index marks, sun rise and set, local regis-

NEWS and VIEWS

continued

tration authorities and so on are included for the motorist in general; there are also many interesting data for the sports enthusiast, including directions, helped by sketch maps, to the main racing circuits in this country. In addition, the meticulous owner driver will find space for his weekly mileage chart and running expenses.

1300 c.c.—100 m.p.h.

ADDITIONAL details of the specification of the Alfa Romeo Giulietta, which were not available in time for inclusion in earlier Show issues of *The Autocar* are: compression ratio 8 to 1; tank capacity 10 gallons; one Type 32 PAIAT Solex carburettor; gear ratios, top 4.55, third 6.16, second 9.56, first 16.37 and reverse 15.31 to 1; ground clearance 6½ in. It will be remembered that the maximum speed is given as 100 m.p.h.

The Caravan Club Dines

CHIEF guest of the Caravan Club at its annual dinner and dance in the ballroom of Grosvenor House, Park Lane, London, was Lord Mancroft. Representing the R.A.C. were Lord Waleran and Earl Howe. The chairman was Mr. G. H. Hollinbery, and among the guests were Admiral Sir Noel Laurence and Sir Harry Brittain—both veteran caravanners and vice-presidents of the Club.

Lord Mancroft, who was making his first public appearance since being appointed Under-Secretary of State for Home Affairs, took pains to differentiate between what he called the shanty clubs, to be found on most cliff tops, and the mobile Caravan Club, with its high standards of cleanliness. He was, he said, a little apprehensive about the new models, fearing that these, also, might go away from the club's high standards.

Lord Mancroft told how he once towed a caravan with a bull-nosed Morris—painted red one side and blue the other to confuse the evidence in the event of an accident. Mr. Hollinbery, in reply, regretted the absence of the president, Lord Derby, who was in Lancashire entertaining the Queen and the Duke of Edinburgh. He presented the Jewell Cup to the Scottish division, represented by Mr. N. Gibson.



Another new light car is the Allard Clipper three-wheeler, designed to seat three adults and two children. It has a plastic body, and is powered by a 350 c.c. two-stroke engine.

A new lightweight car, the Fairthorpe Atom, is being produced at Chalfont St. Peter, Buckinghamshire, by a company headed by Air Vice-Marshal Bennett, the wartime Pathfinder leader. The car has a plastic body comparable in size with that of a 10 h.p. car, and three engine sizes are offered—250 c.c., 350 c.c. and 650 c.c.



For Riley Enthusiasts

SOME 400 attended the annual dinner and dance of the Riley Motor Club at the Park Lane Hotel, London, last Friday. The speeches were limited to two: Those of Kenneth Horne and of Victor Riley, the club's president, who recalled that the club started as a result of Riley enthusiasts getting together at the end of a London-Edinburgh Trial thirty years ago. Mr. Victor Riley expressed a special welcome to the club's new vice-president, Mr. R. F. Hanks, the vice-chairman of the British Motor Corporation. It was a gay evening, in keeping with the Riley club's fame as provider of one of the jolliest functions in the calendar of the sporting motorist.

In Parliament

SIR WALDRON SMITHERS asked the Minister of Transport in the House of Commons on October 20 what was the cost of the recent census of traffic on the roads; how many people were employed; what useful results were obtained; and what new policy he proposed to adopt as a result.

Mr. Boyd-Carpenter replied that as this census was carried out by local authorities, he did not yet know its actual cost or the number of enumerators employed, but

these had been estimated at £400,000 and 20,000 respectively. The results were still being collated. They would provide up-to-date information of traffic flows for the first time since 1938, and help him to allocate road expenditure where it was most needed.

Col. J. H. Harrison asked what steps the Government proposed to take in the near future to encourage the construction of underground car parks beneath squares in the West End of London which were suited to the purpose.

Mr. Boyd-Carpenter said that the reports of the three firms of consulting engineers appointed to prepare detailed plans and estimates for garages under Grosvenor Square, Cavendish Square and Finsbury Square had been received and were being studied.

Highway Code Withdrawn

THE new Highway Code, which was laid before Parliament in July, is being withdrawn by the Minister of Transport. This announcement was made in the Commons by Mr. Molson, the Parliamentary Secretary to the Ministry of Transport, who said that a slightly amended version would be presented. The decision had been taken in the light of criticisms by M.P.s, in the Press and elsewhere, and Mr. Molson hoped that the new version would be approved by the House before the end of the session.

Mr. Molson was replying to a debate on road safety. What had been done to improve road manners in the last 20 years meant they could look forward confidently to obtaining equally successful results in the future, he said. The number of casualties for each 10,000 vehicles on the roads fell from 32 in 1930 to 10.4 in 1953, and the number of children of all ages killed for each 10,000 vehicles had been reduced during that period to one-third.

It was not intended to increase the number of pedestrian crossings, nor did they wish to increase the number of zones in which speed was restricted to 30 m.p.h. The Minister had asked the London and Home Counties Advisory Committee to consider whether in their area there were instances where the restriction on speed should be abolished.

FIRST AGAIN



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1st in the

SPANISH GRAND PRIX

and to

Mike Hawthorn

who in winning this race became, with the late Sir Henry Segrave, one of the only two British drivers ever to have won two major Grand Prix Races.

(Subject to official confirmation)

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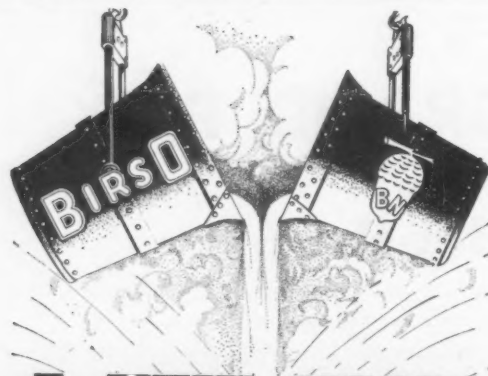
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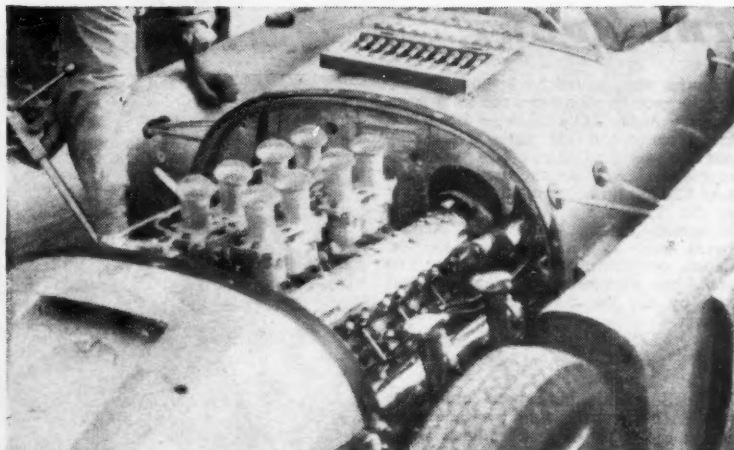
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THE SPORT

by

J. A. Cooper

The new formula 1 Lancia has a V-eight engine with two plugs per cylinder and four double-choke Weber downdraught carburettors.



SPANISH GRAND PRIX • LANCIA NEWS • U.S. RALLY

THE 1954 Spanish G.P. could well serve as an illustration for the old adage: "You never can tell." Most people, before last week, would probably have regarded Fangio as a hot favourite; it was obviously a long shot to expect too much of the Lancias in their first race, however fast they might prove in practice. Few students would have plumped for Hawthorn; the Ferrari cars have given signs recently of being pushed to their limit, and it was known that only two of them were being sent to Barcelona.

All the more credit to Hawthorn for a very fine drive indeed. The Lancias are unquestionably fast; their speed would appear to come not so much from a high output at the top end as from immense torque in the medium range coupled with very light weight and excellent roadholding. Mercedes-Benz have, I imagine, still more actual b.h.p. than anyone else racing at the moment, but the cars are among the heaviest, and the brakes and roadholding, although much improved, still do not seem above reproach. It may well be that the bumpy state of the back leg of the Pedralbes circuit was mainly responsible for their comparatively poor showing; although Fangio was second fastest in practice, it needed all his skill, trying all he knew, to achieve this time. No doubt this reverse at the end of the season will make the Stuttgart firm work all the harder during the very short close season which is now upon us.

WHEN Moss bought his Maserati, he had it fitted with the accelerator pedal on the right, as is standard practice on most touring cars and the Cooper and Jaguar machines which are his other racing mounts. Normal Maserati practice—likewise that of Ferrari and other Continental racing firms—is to use a central throttle, as it tends to make the process of "heel and toe" gear changing easier—one's right foot twists outward more easily than inwards. Now that Stirling is number one works driver,

this brings its problems. He was practising at Barcelona in the latest works car, and in a slight emergency on a slippery corner trod on the wrong pedal—hence his crash. Therefore, he drove his own original car in the race, with right-hand accelerator; and once that had gone out, it would hardly have been safe for him to have taken over one of the other cars, all of which had the central position. It is not easy to see a quick solution to this problem.

The latest car, repaired in time, was driven into sixth place by the Spanish driver F. Godia; slow to start with, he improved noticeably during the race as he became more accustomed to the car. Twenty-eight-year-old Luigi Musso drove a very good race to finish second; he is among the most improved drivers of this eventful season. Harry Schell's display during the opening laps will not easily be forgotten; he is a driver who, on his day, is capable of great things—but his day does not occur as often as the number of races in which he takes part.

THE new Lancia is an example of weight saving; parts of the front and rear suspensions look almost flimsy and must obviously have been the subject of much careful stresswork. Double wishbones of tubular construction are used at the front with ball joints in place of a king pin; the end of the main leaf of the narrow little transverse leaf spring pushes into a slot in the lower wishbone outer end, no shackle being used. At the back a de Dion layout is used; the brakes are outboard all round, Lancia having now abandoned the inboard front and rear brakes which caused a sensation on their sports-racing cars two years ago. One notable feature of the new car is the use of the wide V-eight power unit to brace and stiffen the chassis frame.

The redesigned front suspension on the winning Ferrari now has coil springs with its double wishbones—the first instance of their use by this firm, if memory serves me aright. Certainly its handling is much improved since the modifications.

Behra's Gordini had the latest chassis (disc brakes by Messier) but with the old engine installed. The discs are sur-

rounded by drum-like thin steel shrouds; it is not easy to imagine their function, and they would seem almost to hinder the cooling airflow.

AS far as the future is concerned, Lancia have announced that they will compete in the Argentine G.P. on January 16, and that in consequence of the fact that they are very busy developing the formula 1 car they will not run in this year's Carrera Panamericana, the trans-Mexican road race for sports cars, next month. Ferrari will, however, probably run in Mexico, and Alfa Romeo are entering five cars for this race, these being of the 1900 TI model and running in the production car division.

I WAS very sorry to learn of the death last Monday of Sir Algernon Guinness, at the age of 71. Although perhaps less famous as a driver than his younger brother Kenelm Lee Guinness (K.L.G.), "Algy" was no mean performer himself; he took third place in the very first T.T. of all (in 1905) in a Darracq, and also broke various records at Saltburn in 1908 in the legendary 200 h.p. V-eight Darracq. He was a confirmed practical joker, and remained a great enthusiast, playing an active part in the running of the sport and attending many meetings, until quite recently. He was vice-chairman of the R.A.C. Competitions Committee until last year, and was also president of the British Motor Cycle Racing Club. To the memory of a great motorist we extend homage, and to his widow our deepest sympathy.

RECENTLY in America the second annual Continental Divide Rally was held under the auspices of the S.C.C. of America. The route covered nearly 700 miles and there were 112 entrants. About three-quarters of the cars were of British manufacture, and the British Consul at Denver took a prominent part in the proceedings. The route took in some of the magnificent country in Colorado, in the heart of the Rockies. It was estimated that the backbone of the mountains was crossed about 16 times, and there were six check points and two special tests en route.

THE SPORT

Victories were scored by Jaguars, including the premier award and the team prize, and the M.G. TD of Leland Beck took first place in the first phase of the rally and also won the 1½-litre class of the event as a whole. At times the cars were more than 12,000ft up in the mountains, notably on the Trail Ridge Road in the Rocky Mountains national park. The premier award went to Mr. and Mrs. Gordon Capito, of California, in an XK120. The *grand prix d'honneur* in the *concours* was won by the Porsche of Mrs. Plue, of Denver.

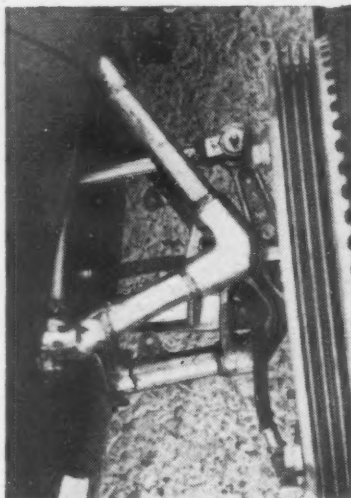
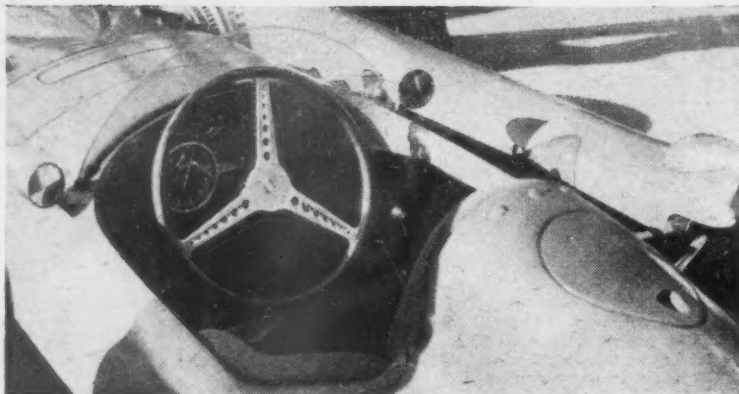


MORE records have been broken at Monthéry, this time by René Bonnet, at the wheel of a streamlined D.B.-Panhard with a supercharged 750 c.c. engine. On Sunday, October 17, he captured five International Class H (501 to 750 c.c.) records, four of which already stood to his credit, since his last exploit at this time last year. The fifth—the 50-mile record—had remained unbroken since 1936, the previous figure having been established by C. J. P. Dodson in one of the supercharged 750 c.c. Austin Seven racing cars at Brooklands. Another link with the past broken! Here are Bonnet's new figures, which are, as usual, subject to official confirmation in due course:—

50 miles at 121.67 m.p.h.; 100 kilometres at 121.94 m.p.h.; 100 miles at 122.53 m.p.h.; 200 kilometres at 122.61 m.p.h.; 1 hour at 122.64 m.p.h.

Bonnet, however, did not succeed in capturing the 50-kilometre record in this class; previously also the property of Dodson and the Austin, it was broken a fortnight ago by Pierre Chancel, in a streamlined 750 c.c. Panhard, at 123.08 m.p.h.

Before Piero Taruffi gave up his record attempts with his Gilera-engined 500 c.c. Tarf, he added more new records (in



Two more views of the new Lancia; note the streamlined filler orifices in tail and side tanks (above) and the tubular front wishbones, ending in ball joints in place of king pins (left)

COMING SHORTLY

OCTOBER 29.—Fiat 500 Club. Anniversary dinner and dance, Kensington Palace Hotel, London, W.8.

30-31.—Cambridge University A.C. Inter-Varsity Rally, starting from Bedford, Kildermister, Huddersfield and Durham, 1 p.m.

30-31.—Coventry and Warwickshire M.C. Golden Jubilee Night Rally

30-31.—Blackpool and Fylde M.C. Blackpool Rally Driving Tests and North v. Midlands Challenge Match.

31.—Sheffield and Hallamshire M.C. High Peak Sporting Trial, Rising Sun Hotel, Bamford, Derbyshire, 10 a.m.

31.—Sporting Owners' D.C. Speed trial, Brands Hatch, near Fawkham, Kent, 12.30 p.m.

31.—Waterloo and District M.C. Waterloo Cup Trials, Wynnstay Garage, Maghull, near Liverpool, 10.30 a.m.

31.—West Hants and Dorset C.C. and Seven-Fifty C.C. Autocross, Lulworth Castle, Dorset, 2 p.m.

31.—Southern Jowett C.C. Hertfordshire Point-to-Point Run.

31.—Malden and District M.C. Night run, Sir Douglas Haig Hotel, Eppingham, Surrey, 6.15 p.m.

NOVEMBER 3-6.—Geneva Rally, Switzerland.

5.—B.A.R.C. Annual dinner and dance, Grosvenor House, Park Lane, London, W.1, 7 for 7.30 p.m.

6.—Lagonda Club. November Handicap, Hog's Back Hotel, near Guildford, Surrey, 1 p.m.

6-7.—Riley M.C. Blackpool Rally, starting from Oxford, Cheltenham, Manchester, Leeds and Leamington Spa, 8 p.m.

7.—Falcon M.C. Guy Fawkes 200 Trial, starting from London, Taunton and Birmingham, 12 midnight, November 6.

10-13.—M.C.C. Redex National Rally.

International Class I, 351 to 500 c.c.) to the two listed in this column last week. The new figures are:—

100 kilometre at 124.20 m.p.h.; 100 miles at 124.73 m.p.h.
200 kilometre at 124.76 m.p.h.; 1 hour at 124.76 m.p.h.



NOW that the Spanish G.P. has taken place, the placings for the 1954 World Championship of drivers can be finally established. These are decided by the five best performances of each driver. There is no doubt about the winner, for Juan Manuel Fangio has won five of this year's Grands Prix! These were the Belgian G.P., the French G.P., the European G.P., the Swiss G.P. and the Italian G.P., the first for Maserati, the remainder for Mercedes-Benz. He also made the fastest laps in two of them (the Belgian and Swiss), and has thus amassed 42 points out of a possible 45—a wonderful performance. Second place, as a result of his Spanish win, goes to our own Mike Hawthorn with a total of 23½ points, on which he is to be heartily congratulated; Gonzalez now falls to third place with 16½ points. Fourth comes Trintignant (15), fifth Kling (12); Moss, who gained four points for his third place in the Belgian G.P., shares twelfth place with Manzon.

FOR 1955, it now seems certain that the British Grand Prix will leave Silverstone, where it has been held throughout its post-war life. This race is, of course, under the control of the R.A.C., which has in recent years delegated the organization of the event to the B.R.D.C. Now it has been decided that the scene of the race should be shifted to the new circuit at Aintree, partly no doubt to give enthusiasts in the north of England an easier opportunity of seeing Britain's premier road race. Therefore, on July 16 next year, the race will be run at Aintree, organized by the B.A.R.C. and sponsored by the *Daily Telegraph*.

In the world of the tougher type of trial, another new venue has been found for the R.A.C. Trials Championship, scheduled to take place on December 18. The R.A.C. has accepted the invitation of the Maidstone and Mid-Kent M.C. to organize the event this year in the Maidstone area; an entirely new course has been planned for this trial, for which entry is by a system of qualification only.



THE Bossom Trophy Trial, organized by the Maidstone and Mid-Kent M.C., took place last Sunday, October 24, and proved very successful. There were eight observed sections in the morning and seven after lunch—all in the Maidstone area—and the course had to be modified on the spot, for the morning sections were too sticky from the overnight rain, while those tackled in the afternoon had dried out considerably. There were 23 entrants, and competition was close; a driving test was included during the afternoon, but was not needed, as there were no ties to decide. The awards were presented by D. H. Delamont, manager of the R.A.C. Competitions Department; this trial counts towards the marking for the B.T.D.A. Gold Star, and is also a qualifying event for the R.A.C. Trials Championship.

PROVISIONAL RESULTS
Bossom Trophy (best performance): Paul II (R. W. Faulkner), 53 marks lost. Anstey Trophy: Lotus (M. H. Lawson), 58. K. Riley Trophy: P.A.B. Spl. (P. A. Barden), 59. Founders' Trophy: Cannon III (G. J. Newman), 61. **Souvenir awards:** Deedford (G. Pettit), 64; Appleton (J. H. Appleton), 66; Spence (P. F. Highwood), 69; Otter (A. W. Francis), 74.
Team award: R. W. Faulkner, P. P. Faulkner (Paul Spl.) and J. H. Appleton.



The Show goes on...



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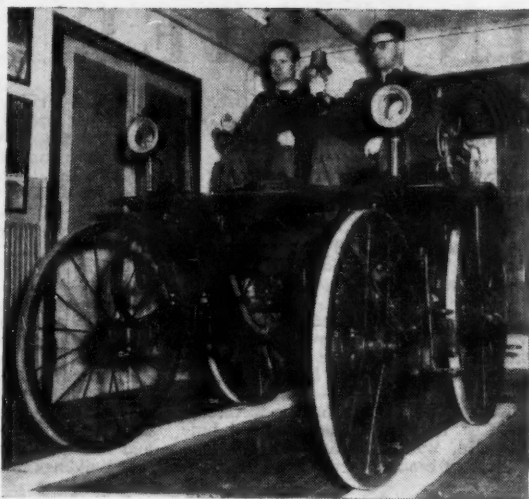
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CLUB NEWS

First car ever to be imported into Britain, in 1894, this Danish-built Hamell is to head the Brighton Run on November 14. The crew will be Vagn Loft (right), of the Danish Automobile Club, and Fin Jantzen.



Harrow C.C.—The route for the Cottingham Memorial Trophy Trial on November 14 will cover about 65 miles, and will include observed sections and driving tests. Invited clubs are the Allard Owners, Chiltern, Circle, Falcon and M.G. The organizers intend to make the event suitable for all types of car; details from L. Needham, c/o Radio Sound Service, 279, Edgware Road, Colindale, London, N.W.9. Entries close on November 10.

Other dates of interest to members are: October 24, Autumn Social Rally, starting from Boreham Wood, Hertfordshire, at 2.30 p.m.; and November 11, film show at the Tithe Farm House, Alexandra Avenue, South Harrow, Middlesex, starting at 8 p.m.

M.G. Car Club.—The North-Western Centre held a semi-sporting trial for the Kimber Trophy on Sunday, October 17. The course was in the foothills of the Peak district in Derbyshire and Cheshire.

Provisional results: Kimber Trophy (best M.G.): TD (L. Oram). Best other make: Ford Popular (N. Quick). Glass winners: Open cars: M.G. TA (L. J. Collier). Closed cars: Volkswagen (E. Lister).

Forces M.C.—On October 16, in conjunction with the Per Ardua M.C., a series of driving tests was held at Tidworth, Hampshire; results are as follows:

Best performance: Morris Minor (W. G. Calvert). Runner-up: Austin Atlantic (R. L. Keiller). Class 1: 1, M.G. (P. A. S. Cotterill); 2, M.G. (D. H. Probert). Class 2: 1, Hudson (S. C. Bandy); 2, Lea-Francis (A. W. K. Condon). Police driving test: M.G. (P. A. S. Cotterill).

Sporting C.C. of Norfolk.—The first annual dinner and dance will be held on Friday, December 3, at the Flixton Room, Samson and Hercules House, Norwich. Tickets (£1 1s each) are obtainable from D. B. Millbank, Town House Hotel, Thorpe, Norwich.

West Essex C.C.—The results of the hill-climb held at Stapleford Tawney, Essex, on October 17, are as follows:

F.T.d.: Cooper 1,100 (L. Leston), 46.52s. Fastest time by racing car: Cooper 1,100 (A. F. Rivers Fletcher), 47.33s. Sports car: Maserati 1,988 (R. Salvadori), 47.65s. Unsupercharged car: Cooper 500 (L. Leston), 47.68s. Open car: A.C. 1,991 (K. N. Rudd), 51.57s. Saloon car: M.G. 1,460 (R. W. Jacobs), 55.32s. W.E.C.C. member: Cooper 1,100 (L. Leston), 46.52s.

Tim Birkin Trophy (Bentley handicap): 1, 4½-litre (B. Mountfort), 1' cap 7.3s, 56.54s; 2, 3-litre (M. J. Bradley), 18.1s, 67.54s.

Saloon cars up to 1,100 c.c.: D.K.W. 896 (C. D. MacCarthy), 66.38s. 1,101 to 1,500: 1, Ford 1,172 (A. G. Davis), 68.47s; 2, M.G. 1,486 (J. I. Hamilton), 69.36s. 1,501 to 3,000: Bristol 1,971 (T. A. D. Crook), 55.83s. Over 3,000: Jaguar 3,442 (R. G. Playford), 56.01s. Open cars up to 1,100 c.c.: Fiat 995 (A. C. Westwood), 57.79s. 1,101 to 1,500: 1, Lotus 1,496 (H. Digby), 55.97s; 2, M.G. 746 (D. Piper), 56.83s. 1,501 to 3,000: 1, Healey 2,443 (M. J. Kingham), 55.97s; 2, Doretti 1,991 (J. Wills), 57.23s. Over 3,000: 1, Jaguar 3,442 (M. Conrod), 58.88s; 2, Jaguar 3,442 (W. P. Jones), 52.65s. Sports cars up to 1,100 c.c.: M.G. 950 (D. R. Moore), 56.34s. 1,101 to 1,500: 1, Lotus 1,500 (J. Coombe), 51.30s; 2, M.G. 1,098 (E. H. Heath), 55.45s. 1,501 to 3,000: 1, Cooper-Bristol 1,971 (T. A. D. Crook), 48.56s; 2, Bristol Warrior 1,971 (R. Bliss), 50.18s. Over 3,000: 1, Jaguar 3,442 (D. Parker), 49.75s; 2, Jaguar 3,442 (R.

Salvadori), 50.01s. Racing cars up to 500 c.c.: 1, Starke 500 (R. A. Anderson), 49.27s; 2, Cooper 500 (R. J. Barrett), 49.43s. 501 to 1,100: Cooper 1,100 (F. Sowry), 48.45s. Over 1,100: 1, Connaught 1,960 (L. Marr), 47.73s; 2, Jaguette 2,664 (W. Coleman), 49.99s.

Worcestershire M.C.—The results of the Autumn Rally, held on October 9-10, are as follows:

Best performance: Morgan Plus Four (J. T. de Blaby). Navigator's award: D. H. Oakley. Best W.M.C. member: Morgan Plus Four (W. A. G. Goodall). Navigator's award: A. T. Hall. Class awards: Heinz 57 Spl (H. E. Rumsey); Standard (L. J. Stretton); Triumph TR2 (J. L. MacVitie); Riley (J. J. Bott). Ladies' award: Morgan Plus Four (Miss A. M. Jervis). Team award: W.M.C.—Miss Jervis and J. L. MacVitie. Novice award: Morris Minor (F. W. Derrett).

Cheltenham M.C.—The annual Cheltenham Trial on Saturday, November 6, is open to entrants in the R.A.C. Trials Championship, and members of the following invited clubs—Bristol, Sunbac, London, Sheffield and Hallamshire, Shenstone and District, Maidstone and Mid-Kent and Seven-Fifty M.C. A course of not more than 40 miles, including observed hills and special tests, is being arranged in the Cotswolds area; drivers will start from the Belle Vue Garage, Cheltenham, at two-minute intervals from 10 a.m. onwards. Entries, which close on November 1, should be sent to W. Dembowska, Melrose, The Park, Cheltenham.

A.C. Owners' Club.—John Slatter will give a talk on the Alpine Rally, illustrated with colour films, at a meeting to be held at the Pavilions' Arms, Page Street, London, S.W.1, on Tuesday, November 16, at 8 p.m. All motoring enthusiasts are invited to attend. Admission is by ticket only; tickets can be obtained by sending a stamped addressed envelope to L. N. Drew, 54, London Road, Brentwood, Essex.

Hagley and District L.C.C.—A strong team has been entered for the annual challenge match of rally driving tests between the Midlands and the North at Blackpool on October 30. Ken Wharton, A. E. Marsh and E. J. P. Reynolds will drive blown Dellows, J. D. Hollingworth his Oliver, and S. A. Cracknell a H.P. Special in the super sports class. The sports car drivers will be Lou Tracey in a Triumph TR2, H. L. Livingstone, H. F. Hamilton, F. D. Lawton and I. M. Stuart in Dellows. Saloon drivers will be J. H. Dorsett and A. T. Fisher in 1,172 c.c. Fords, J. F. Livingstone (Standard 8), B. J. Smith (Ford Zodiac) and R. A. G. Foster (M.G.).

North Midlands M.C.—The Hopkinson Standard Car Trial was run on October 17, and the results are as follows:—

Hopkinson Cup (best performance): Ford Anglia (F. Harrison). **Harrison Trophy (best in opposite class):** M.G. TD (J. Thompson). **Runners-up:** Closed cars: Volkswagen (R. Fritsch). Open cars: Morgan (E. Sneath). **Novice award:** Austin A40 (D. J. Carter). **Team award:** F. Harrison and J. Thompson.

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BENTLEY 1953 4½ litre large boot Standard Saloon. Tudor grey. 42,000 miles. £3,150.

BENTLEY 1953 4½ litre Standard Saloon. Automatic Gearbox. Velvet green/grey. 8,000 miles. £4,150.

BENTLEY 1952 4½ litre One owner Saloon. Large Bore. Black/brown leather. 20,000 miles. £2,650.

BENTLEY 1950 4½ litre Standard Saloon. Grey with grey leather. 42,000 miles. £2,350. 1949 4½ litre Countryman. Two shades of grey and polished wood. £2,250.

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FORD Zephyr Convertible.

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HUMBER Super Snipe Saloon.

JAGUAR Mark VII Type 'M' Saloon with Overdrive.

M.G. Magnette Saloon.

RILEY 1½-litre Saloon.

MORRIS Cowley Saloon.

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1954 JAGUAR XK120 drophead coupe. 9,000 miles. Taxed Dec. 31st. £1,395

1952 JAGUAR Mark VII saloon. 23,000 miles. Radio. Taxed Dec. 31st. £1,050

1951 JAGUAR Mark V 3½ litre drophead coupe. 24,000 miles only. £835

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1952 (May) HEALEY Tickford saloon. 19,000 miles. Radio. £895

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IN BRIEF

A gift of 200 guineas has been made by the Dunlop Rubber Co., Ltd. to the 1956 Aberdare National Eisteddfod.

The prices of tyres were increased by five per cent as from Monday, October 18, 1954.

An interim dividend of five per cent for 1954 has been declared by the Ford Motor Co., Ltd., of Dagenham.

Dunlop tyres were used on the Cooper with which C. A. N. May set up fastest time of the day at the Prescott international speed hill climb last month.

Net profit of Armstrong Shock Absorbers, Ltd. for the 12 months ended June 30, 1954, was £77,646, making a total with profit brought forward of £81,854.

The Dunlop scholarship of £150 a year for a four year residential diploma course in the motor industry at Loughborough College has been won by Mr. Paul F. C. Crowley.

A final dividend on the ordinary stock of 25 per cent, making a total of 40 per cent for the 12 months ended June 30, 1954, has been recommended by Stanley Motors, Ltd. The net profit before taxation was £327,041 (£343,299 previously).

A new chart for use with the Bluecol hydrometer and thermometer has been published for garages by Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2. It enables temperature-corrected readings of Bluecol anti-freeze strength to be made.

A factory on the Team Valley Trading Estate, Gateshead-on-Tyne, has been leased to the Dunlop Rubber Co., Ltd., after negotiations with the Board of Trade and North Eastern Trading Estates, Ltd. The buildings cover about 175,000 sq ft.

A dividend of 2s per share, less tax, has been recommended for the 12 months ended July 31, 1954, by the Rover Co., Ltd. This is the same as previously. The net profit was £553,617.

Reference was made in *The Autocar* of October 15 to the retirement of Mr. William Hepworth, chairman and managing director of Hepworth and Grandage, Ltd. manufacturers of Hepolite products. Here he is seen after receiving a silver presentation made by the new deputy managing director and general works manager, Mr. N. C. Brearley (left).



Humber, Ltd., and its subsidiary companies (the manufacturing division of the Rootes Group), showed a profit for the 12 months ended July 31, 1954, of £1,787,369 (£1,604,149 previously). Taxation absorbed £1,071,744.

Mr. A. W. Dean, of the Marconi Telegraph Co., has joined A. K. Fans, Ltd., 20, Upper Park Road, London, N.W.3, in an executive capacity. The company has now taken over more factory space at 352, Goswell Road, London, E.C.1.

In describing the Peugeot 203 on page 612 of the issue dated October 22, *The Autocar* stated that front and rear suspension was by coil springs. This is incorrect; coil springs are used for the rear suspension only, transverse springs being fitted at the front.

Two illustrations in the accessories section of *The Autocar* Show Report were inadvertently transposed. The lamp shown on page 650 was the Nutek Farlite, and that on page 656 was Ceag's new Lumax lamp, contrary to the information given in the captions.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:—

No. 16986. 1949 1½-litre Riley.

"J.H."—Any available information, catalogues, diagrams and handbook for left-hand drive model.

No. 16987. Correspondent Wanted.

"J.G."—Canadian owner of 1948 Rover 75 interested in British cars wants to exchange literature and catalogues.

No. 16988. 1932 Riley Nine.

"T.J.H."—All possible information and a handbook.

No. 16989. 1932-33 M.G. Magna.

"B.W.C."—Measurements of Stiles Three-seater body fitted to above model.

No. 16990. 1934 3-litre Lagonda.

"R.J.M."—Maintenance hints and a handbook.

No. 16991. Handbooks Required.

"A.R."—1936 Vauxhall Fourteen.

"W.J.W."—1933-34 Lanchester Ten.

"G.A.C.T."—1938 Fiat 1500.

"R.W."—1936 Singer Bantam.

"F.R.H."—1949 Hillman Minx Mark III workshop manual.

"G.W.D."—1936 1½-litre Riley; 1939 Rover Twelve.

"D.J."—1947 3½-litre Jaguar.

"H.B."—Wolsley Hornet.

"G.V.G."—1935 Sunbeam Dawn.

"S."—1929-35 Rolls-Royce Phantom II.

"R.B."—1938 1½-litre Riley Victor with overdrive.



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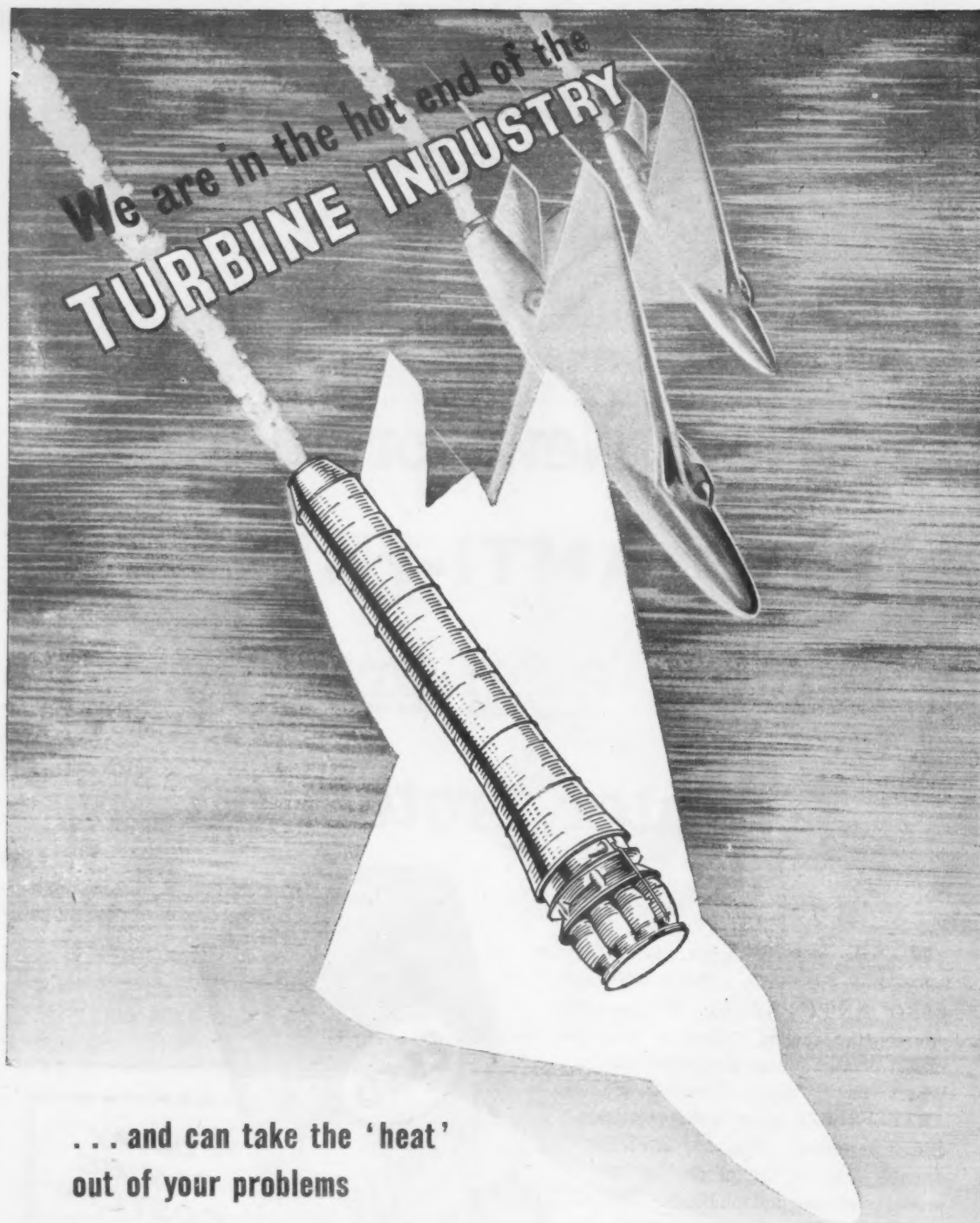
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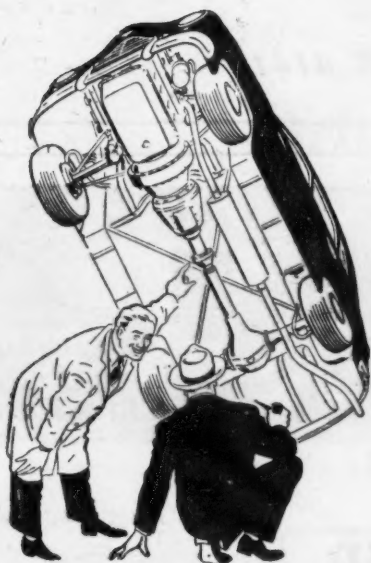
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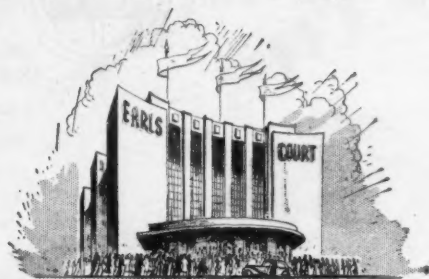
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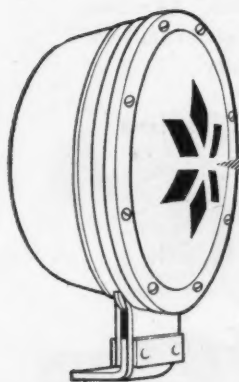
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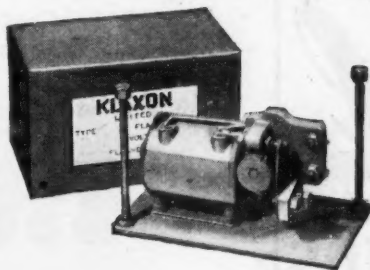
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The unit comprises a miniature Klaxon motor with a low current consumption for Battery operation from 6 volt to 50 volt. The small gear unit incorporated ensures a regular signal conforming with the Statutory requirements.

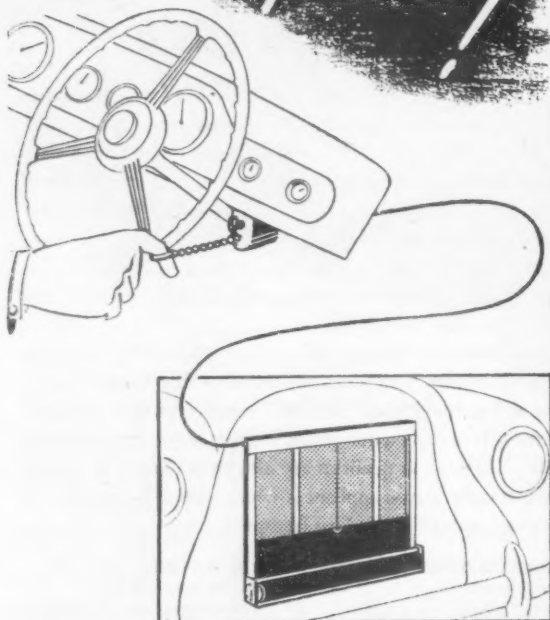
Klaxon Flashindicator Units complete with the side panel light fittings are standard equipment on the new Omnibus Fleet under construction by The Metropolitan-Cammell Carriage & Wagon Co. Ltd. for the City of Edinburgh.

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'Bostik' Adhesive 252 will fix those anti-drum pads quickly, economically, permanently. 'Bostik' grips... and the grip holds fast under all conditions. 'Bostik' will never let you down. These are some of the reasons why 'Bostik' Adhesives and Sealing Compounds are in daily use in Britain's Motor Industry.

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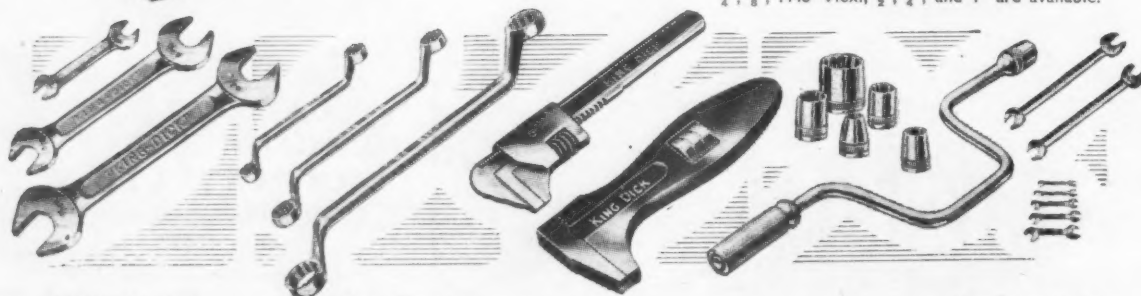
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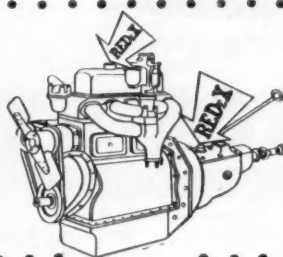
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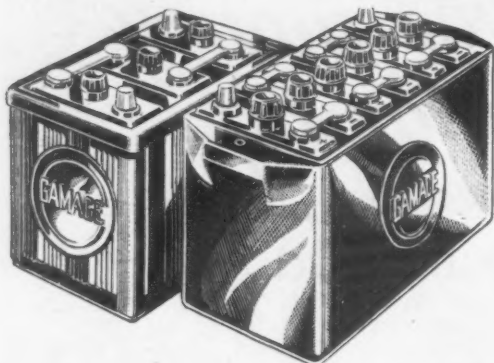
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Compact size to fit in dashboard cubby hole. Or can be fitted to shelf or wall. For A.C. mains only. 200-250 volts and for charging 6 and 12 volt batteries at 1 amp. Fitted with Fuse on output circuit.
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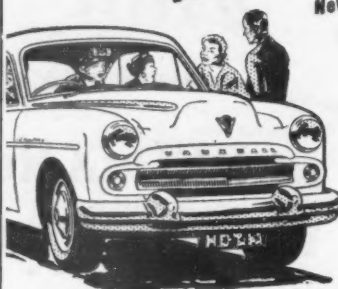


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325 × 15	68/6	16/-
550 × 15	73/6	16/6
550 × 16	73/6	16/6
500 × 20	78/-	17/-
525 × 17	78/6	17/6
550 × 17	78/6	17/6
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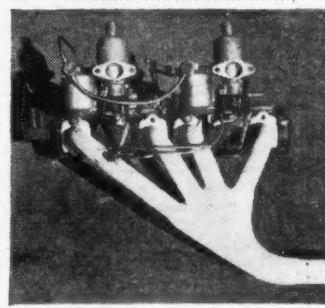
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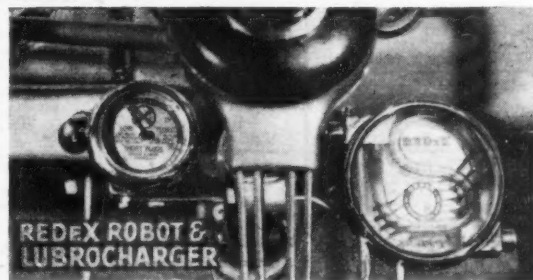
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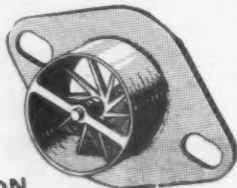
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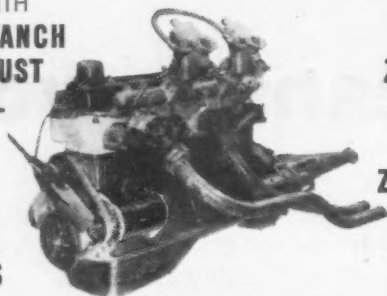
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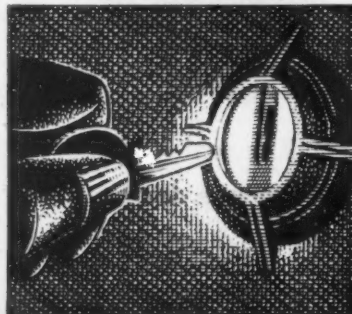
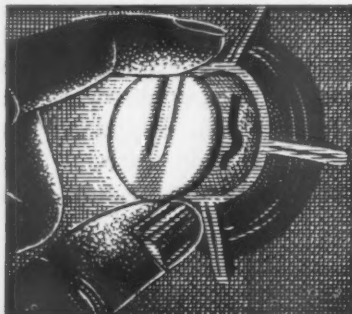
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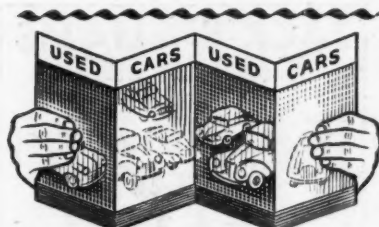
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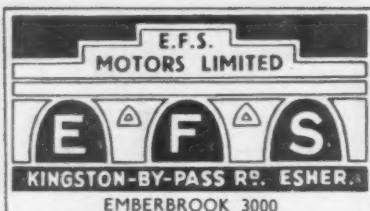
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'49 (Sept.) AUSTIN A.40 Devon Sal. 1 owner. Htr.	440
'50 VAUXHALL Wyvern Sal. Engine recond. ...	430
'51 STANDARD Vanguard Sal. Excel. order.	430
'48 S/TALBOT 2-litre Saloon. Above average.	430
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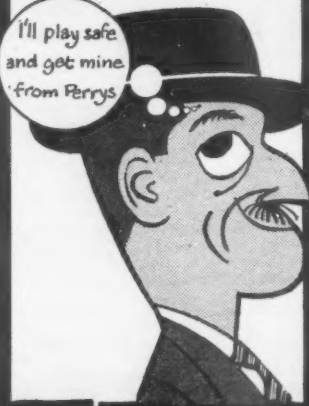
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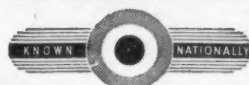
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A.C. 2-litre Greyhound saloon; £130.—Underwood-Rusling Sports Cars, 28, Queensberry Rd., Kettering. Tel. 3551. [C4075]

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1952 (Sept.) A.C. saloon, one owner, bronze, red leather upholstery, immaculate throughout; £900.—H. A. Saunders, Ltd., 328-330, Euston Rd., N.W.1. Euston 4511. [C4040]

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ALFA-ROMEO Spares and Service
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ALLARD P1 saloon, 1950, genuine condition, bronze, brown leather; £450.—Central Garage, Hunstanton 77. [1189]

SEE SPECIAL FEATURES IN THIS ISSUE

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SALES & WANTS

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ALLARD

COACHCRAFT offer:—

£425 o.n.o.—1951 Allard P1 saloon, low mileage, heater, practically new Goodyear Eagles, twin spot lamps, very well-kept car, in first-rate order throughout, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C2073]

ALLARD 2-seater, 1949, excellent car throughout, blue, taxed; £375.—Johnson & Brown, Ringers Rd., Bromley, Ravensbourne 2322. [C2073]

395gns—Allard, 1949 drophead coupe, steering column gearchange, heater, exceptional; terms, exchanges.—Rowland Smith, below:—

395gns—Allard, June 1949 super sports 4-seater, Edelbrock high compression heads, twin Zenith carburetors, cowled air intake, 3.5 axle ratio, very carefully used; choice of 4 Allards; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4018]

£445!!!—1950-1 Allard sports tourer, type 614, 4-5 seater, bodywork in smart metallic finish, new mohair hood and all new tyres, full mechanical overhaul this year.

£395—1949 Allard drop head coupe with high compression head and twin carb. engine. Polyvinyl hood, Andre Telecontrols, 2 Lucas pass-lights, Fram oil-coil, exceptionally good performance, excellent hood and tyres, open to inspection or trial.

£375—1949 Allard sports 2-seater, a superb specimen in quite immaculate condition, excellent hood and tyres, open to inspection or trial.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035]

1949 Allard drop head foursome, very clean, fitted heater, superb mechanical condition; £455 deposit.—Portland Sports Autos, Meadowhead Garage, Sheffield 45947. [1215]

1948 Allard drop head foursome coupe, racing green, heater, terrific performance; £550 of £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1953 Allard Palm Beach, modified Zephyr engine, black and crimson leather, one owner, 17,000 miles outstanding performance; £850.—H. A. Saunders, Ltd., 328-330, Euston Rd., N.W.1. Euston 4511. [C4040]

ALLARD K2 1951 2-seater sports, 14,000 miles in the hands of one owner who did not exceed 60 m.p.h. once; twin aluminium heads, twin double-choke carbs., finished in B.R. green, terms, exchanges.—Law (Automobiles), Ltd., 51, Gt. Hampton St., Birmingham, 18. Tel. Northern 4549/4540. [1369]

Allard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

R RICHARDS & CARR, the best Allard buyers.—55, R. Kinnerton St., London, S.W.1. Sloane 5424.

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041]

ALVIS

G GATEHOUSE offer:—

1938 Alvis 12.70 saloon, immaculate condition; £345.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

CHIPSTEAD MOTORS, Ltd., offer:—

!!! late 1939, Speed 25, sports 4-seater, gun metal and red, to clear; £265.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

BROOKLANDS, Alvis London distributors.

1955 models available, demonstration.

1954 Alvis 3-litre Tickford, 8,000 miles, immaculate cond.

1953 Alvis 5-litre saloon, excellent condition.

1952 Alvis 3-litre Tickford coupe, radio, h.c. head.

GUARANTEE; deferred terms; cars purchased for cash.

QUALITY, service, satisfaction

103 New Bond St., London W.1. Mayfair 8351-6. [C1029]

1951 Alvis 3-litre saloon, black with red upholstery, immaculate; £875.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19 Rus 2874-5. [1285]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS
1948 TA 14hp saloon de luxe; £545.—Dunham & Haines, Luton 2100/L. (C1079)

PERFORMANCE CARS—Good selection always available; written guarantees.—See under "Sports Cars."

£295—1939 Alvis 12/70 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4963. (C1029)

1950 14 Alvis sports coupe, cream, 19,000 miles, exceptional.—Tickford, Ltd. Temple Bar 5358. (C1010)

1954 Alvis T.C.21 saloon, one owner, heater, 9,000 miles, as brand new throughout, guaranteed; £1,550.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Molesey 6109. (C1053/1)

ALVIS Speed 20, first registered December '35, a nice 2-door sports saloon; £125.—Portland Sports Autos, Meadowhead Garage, Sheffield. Tel. 43947. (C1216)

1951 Alvis 3-litre saloon, black, red interior, fitted heater, in immaculate condition, one private owner Alvis history; £885.—R. S. Currie & Co., Ltd., 105, Westbourne Grove W.2. Bayswater 0085. (C1065)

ALVIS 12/70 sports saloon, 1939, genuine well-used, car, amazing performance and condition; £255; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 4700 and 8654. (C1059)

CASSIDY MOTOR MART.—1949 Alvis 14 saloon, run under 2,000 miles since overhaul and recoloured at cost of £500, £695. 1950 Alvis 14 Tickford coupe, maroon, unblemished, heater, genuine 28,000 miles, £755, written guarantee.—8, Warren St., W.1. Euston 4110. (C1040)

1952 Alvis 3-litre Tickford drop head coupe, one owner, radio and heater, fitted high compression head, specially prepared coachwork, maintained by Alvis specialists, superb condition throughout; £650.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Molesey 6109. (C1053/2)

1954 Alvis 1C 21/100 Grey Lady saloon, one owner, 8,000 miles, H.M.V. radio, heater, loose covers, Dunlop road speed tyres, two spot lamps, supplied and serviced by us as Alvis agents, a magnificent car in every respect, guaranteed; £1,650.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, King. 8104. (C10453)

ALVIS 12/70 sportsman's C.B. saloon, black, 1936, 4-cyl., one carburetor, a most economical, really fast attractive thoroughbred, close coupled, fitted beautiful loose covers and carpets to match, a really exceptional car and very much above average; genuine bargain, £100, 500 miles trial, also photo to genuine enquirer.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1288. (C1504)

ALVIS 4.3 1939 4-door saloon, coachwork by Charlesworth, one carburetor, requires no money spending; whole car in perfect condition mechanically, bodily, and in appearance; reduced wheel size and new heavy duty 6.80 tyres with improved suspension gives most comfortable ride; probably the best specimen of its kind; altogether genuine offer by private owner, price £435.—Dowson, Shear Mount, East Park Rd., Blackburn 5374. (C1054)

1951 (Austin) Alvis 3-litre sports saloon, in magnificent condition throughout, maroon with red leather, fitted Radiomobile, twin speaker radio set, heating and air conditioning unit, Ace Rimbellishers, screen washers, 200 miles, 1950, new tyres all round, mechanically perfect and coachwork completely as new, taxed year; price £275 in Carlisle; hire purchase terms if required.—Logan, 7, Marlborough, Carlisle, Cumberland. Daytime Tel. Carlisle 25786, evenings 22768. (C1502)

Alvis Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B J. HUNTER, Ltd., offer:—

F OR immediate purchase of your Alvis.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6505. (W2040)

P OST-WAR and late pre-war Alvis wanted.

E RIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. (W2035)

H A. SAUNDERS, Ltd., Golders Green, require:—

ALVIS cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

R EQUIRED, really good Alvis—Edwards, Amembury Lane, Harpenden, Herts. Harpenden 118. (W2000)

P ERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8241. (W3041)

XXX H. F. Edwards offer immediate cash for good Alvis.—29-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

ALVIS 3-litre saloons or drop heads wanted.—Rays Motors, Ltd., Regent St., Hinkley, Leics. Tel. 556 9. (W1914)

G ATEHOUSE MOTORS are buyers of Alvis cars.

Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (W2021)

Alvis Spares and Service

S ERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold London. (W1006)

A ND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. (S0391/R)

C HARLES POLLETT, Ltd., Alvis specialists.

S HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

S PARE PARTS.

S ERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 9536-7-8. (S0518/R)

K INGSTON-ON-THAMES, Alvis agents and specialists

G W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. King. 8242. (S0518/R)

M ANCHESTER.—Alvis repairs and spares main agents.

A -FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. (S0553/R)

AMERICAN CARS

SIMPSON'S offer:—

RHD 1948 Chevrolet, all extras, very clean.

RHD 1951 Plymouth Cambridge, radio, heater, directional blinking signals, many other extras.

1953 Buick Dynaflow, duo-green, completely equipped, all extras.

1953 Buick Fireball, V.8 engine, radio, heater, fully equipped, very low mileage.

1951 Buick Riviera coupe, Dynaflow drive, radio and heater, completely equipped all extras; choice of 2, one black/white top, other maroon.

1948 Cadillac drop head coupe, eggshell blue, electrically operated hood and windows, full equipment.

1953 Chevrolet, radio, heater, completely equipped with many extras.

1952 Chevrolet Powerdrive, radio, heater, tailored loose seat covers, whitewall tyres, colour black one owner.

1952 Chevrolet Powerdrive, 4-door, radio, heater, whitewall tyres, colour green, one owner.

1948 Chevrolet, radio heater, fitted with all extras.

1946 Ford Mercury, radio and heater, seat covers, all extras.

1947 Ford V.8 super de luxe fitted many extras.

1940 Ford V.8 convertible, fitted many extras.

1950 Ford Customs, fitted with all extras and overdrive, moderate mileage.

1953 Oldsmobile Rocket 88 with hydramatic drive, radio, heater, whitewall tyres, window washers.

1952 Pontiac Chieftain, low mileage, radio and heater, completely equipped, seat covers.

SIMPSON & COLONIAL (WEMBLEY), Ltd. (American Car Specialists, 345, High Rd., Wembley 8691/3903. (C4015)

METCALFE & MUNDY, Ltd.

1953 Buick sedan, all extras.

1952 Studebaker Champion.

1952 Chevrolet, r.h.d.

1951 Cadillac Model 62.

1951 Studebaker Commander convertible.

1951 Chevrolet de luxe.

1949 50 Pontiac sedan.

1942 Buick sedan.

METCALFE & MUNDY, Ltd. 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C5064)

JOE THOMPSON (MOTORS), Ltd. offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Tel. Kensington 4858. (C4028)

BRITISH & COLONIAL MOTORS, Ltd. offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588.

£666—Studebaker Champion 22hp saloon de luxe, immaculate and spotless condition, first registered 1951 by sole owner, Secretary in Embassy, low built highly economical vehicle, looks worth over £1,000; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

AMERICAN CARS WANTED

A TTENTION!!!

SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/3903, 345, High Rd., Wembley. (W4015/R)

N OW hear this!

METCALFE & MUNDY, Ltd. are keen and enthusiastic buyers of American cars in sound condition.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W2064)

JOE THOMPSON (MOTORS), Ltd. require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858.

BRITISH & COLONIAL MOTORS, Ltd. distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq Tube Stn), W.C.2. Temple Bar 3588.

TAYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6681. (W4036)

ARMSTRONG SIDDELEY

W E have in stock two very nearly new Sapphires which we have only used for show purposes and which we now offer at prices substantially under current list.

WELBECK MOTORS, Ltd. 107, Crawford St., London W.1 (near Baker St. Station). Welbeck 1139 (6 lines). (C4049)

P & J

PASS & JOYCE, Ltd. (England's largest distributors).

1954 Armstrong Siddeley Sapphire, duo green, radio, immaculate; £1,475; one week's free trial; guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. (C5039)

H C. PAUL, Ltd.

1953 Armstrong Siddeley Sapphire saloon, blue, mileage 5,000; £1,250.

1954 Armstrong Siddeley Sapphire saloon, black, radio, mileage 2,000.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. (C5040)

S AUL & SLATTER, Ltd., offer:—

ARMSTRONG SIDDELEY Sapphire saloon, dual grey with red leather upholstery with electric pre-selector gear box, works mileage.

44-46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. (C4002)

ARMSTRONG SIDDELEY

K NIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 Armstrong Siddeley Sapphire, finished in grey with red leather, twin carburetor engine, electric gear box, 4,000 miles only, licensed December, £1,485.

I Roberts Motors, Lowndes Place, London, S.W.1. Sloane 4066. (C2063)

C HARLES POLLETT, Ltd., Official Armstrong Siddeley retailers and repairers.

S HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

S ERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 9536.

1952 Armstrong Siddeley Whitley saloon, all extras, new condition throughout; £880.

P ARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. (C3038)

F OR sale, 1933 Armstrong Siddeley saloon, 14hp, good tyres and mechanically sound; price £355. Box 8653. (S1372)

1954 (September) Armstrong Siddeley Sapphire saloon, grey/maroon upholstery, loose covers, practically new; £1,665.

A -FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. (S0518/R)

1953 Armstrong Sapphire saloon, grey and green, electric gear box, one owner, small mileage, beautiful condition; £1,395.

G ORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

1954 (June) Sapphire, black, fawn leather, pre-selector gears, as new, 2,900 miles only; £1,500. Gray & Co., Ltd., Grosvenor 2697. (S1286)

1947 Lancaster saloon, heater, excellent condition; £365.—Gerald Leventon, Ltd., 181, High St., Rickmansworth 3326/5151. (S1607)

ARMSTRONG SIDDELEY Whitley saloon (1932), black, brown leather, low mileage, £750.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4404. (C4022)

1954 (June) Armstrong Siddeley Sapphire saloon, 5,000 miles, attractive price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. (C2023)

1953 Whitley, one owner, every extra, in most immaculate condition; £895.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. (C4036)

1951 Whitley saloon, spotless duo-green, radio, heater, new tyres, three months' guarantee, taxed, speed 37.832, £575.—Eaton Motors, Eaton Socon, Hunts. Tel. Eaton Socon 236. (S1334)

C ENTRAL GARAGE (CROYDON), Ltd., offer 1954 Armstrong Sapphire, electric pre-selector gear box, green and grey, genuine 8,000 miles, heater, radio; £1,450. Croydon 7464. (S1439)

1951 Whitley saloon, 31,240 miles, radio, heater, wing mirrors, spot lamp, etc., very fine condition throughout, taxed; £625, and exchanges.

J ones Garage, Syston, Leics. Syston 86257. (S1439)

ARMSTRONG SIDDELEY Sapphire, dual green, green upholstery, electric pre-selector gear box, Sept. 1954, 300 miles only, taxed; £1,650.—Thomas Harrington, 40, Worthing, Sussex. Tel. Worthing 4890. (S1439)

1954 Armstrong Sapphire, blue/grey with red leather, 6,000 miles, radio, heater, host of other extras, unmarked, as new; £1,475.—Cyril Sheppard of Reading, Sonning 2545. (S1439)

1954 Armstrong Siddeley Sapphire saloon, dual green, synchromesh gear box 2,600 miles only, indistinguishable from new; £1,525.—Broadway Motors, 48/50, Hatfield Rd., Wimbeldon, S.W.1. Liberty 2494. (S1406)

1954 (July) Armstrong Siddeley Sapphire, black and silver, grey, radio, electric gear box, guaranteed mileage 2,550, very attractive price.—Searns & Co. Car Sales, Ltd., 254, Brompton Rd., S.W.3. Ken 0081. (S1961)

495 ans.—Armstrong Siddeley, 1950 Hurricane drop head coupe, manual gear change, radio, heater, carefully used; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube.) Hampstead 6041. (C4018)

£545—Armstrong Siddeley Lancaster saloon, this vehicle is magnificent, speedometer reading 18,000 but frankly the vehicle looks as though its only done 5,000 miles and no one would believe its over 10 years old; 3 months' guarantee; hire purchase; exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

Armstrong Siddeley Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H A. SAUNDERS, Ltd., Golders Green, require:—

ARMSTRONG SIDDELEY cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

M ARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.13.

XXX H. F. Edwards offer immediate cash for good Armstrong-Siddeleys.—200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

7-SEATER 1951/52 private 18hp. Limousine, also 25hp, reasonable mileage 1938/39 Limousines. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street, Mayfair 2941. (W1006)

P ASS & JOYCE, Ltd. England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. (S0395/R)

Armstrong Siddeley Spares and Service

A RMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour express engine and gear box services; quick, guaranteed services by specialists; trade and retail.

P RESECTOR gear boxes, exchanges, reconditioning as big—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. (S0644/R)

F ULL repair and overhaul service for Armstrong cars.—Harrman, 24, Astwood Mews, S.W.7. Fremantle 7471. (S0797/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Spares and Service
HENLYS, Ltd., Chesham Hill Rd., Manchester, 8.
have large stocks of spares; reconditioning of cars
and selector gear boxes undertaken.—Tel. Deansgate
6216-7. [10602/R]

PASS AND JOYCE, Ltd. England's largest distribu-
tors for Armstrong Siddeley, extend to their valued
clients the facilities of the Official London Armstrong
Siddeley Service Station for all after-sales service and
spare parts.—Works: The Hyde, Edwared Rd., Hendon,
N.W.9 (Colindale 5431). [10670/R]

ASTON MARTIN

C.N.K. MOTORS offer:
A SUPERB 1½-litre Aston Martin Le Mans 2/4-
seater, finished in B.R.G.; a fabulous sum has been
spent on this vehicle, since when it has done 5,000
miles; mechanically quite perfect and whole car in
Concours condition; new hood and complete all-weather
equipment, Servo-assisted brakes, balanced wheels,
nearly new tyres, re-upholstered and re-carpeted,
taxed, excellent batteries; cannot fail to satisfy the
most critical enthusiast; offered at £365; terms and
exchanges welcome.—C.N.K. Motors, 353, Finchley
Rd., N.W.3. Hampstead 5712. [C1052]

GUY SALMON AUTOMOBILES offer:
1954 Aston Martin DB II-4, metallic grey, red
leather, 11,000 miles, one owner, just passed
off makers, faultless condition; £1,975.—Forts-mouth
Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

ROCKLANDS: Aston Martin Sole Distributors.

1955 D.B. 2-4 models available, demonstration.

1954 Aston Martin D.B. 2-4 saloon, immaculate
condition.

BUY or sell with confidence, cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351-6.
[C1029]

PERFORMANCE CARS offer from over 150 guaran-
teed cars large selection of pre-war Aston Martins.

ASTON MARTIN 2-litre coupe with dickey, 1935,
£355; Aston Martin 2-litre d/h fourseater, 1936,
£345.

ASTON MARTIN Mk. II d/h fourseater 1/c 1935,
£275; Aston Martin 1½-litre Le Mans tourer,
1934, £295.

ASTON MARTIN 1½-litre International tourer, 1935,
£195; Aston Martin 1½-litre Bertelli saloon, 1935,
£195.

IMMEDIATE hire purchase, insurance and part ex-
changes; many others in stock.—See under "Sports
Cars."

PERFORMANCE CARS, Great West Rd., Brentford,
Middlesex. Ealing 8841. [C3041]

ASTON MARTIN 1938 2-litre drop head coupe, grey
and black, excellent offer; £300; private vendor
wishes to sell to private purchaser.—Young, Ham. 8445.
[1360]

BARTLETT.—Aston Martin 3-litre 160mph D.B.11/11,
2-seater, full road equipment, complete history
available, very low mileage—27, Pembroke Villas,
W.11. Bay. 0523. [C1013]

ROSE & YOUNG, Ltd., offer 1954 Aston Martin
D.B. 2½ saloon, low mileage, chrome wheels, Alfin
drums, etc.; £2,025.—65-69, Strentham Ave., Streatham
Hill, S.W.2 (one minute Streatham Hill Station). Tel. 81
6464. [C3067]

1954 (Feb.) D.B.2/4, 12,000 miles only, recently
checked by manufacturers, pearl grey, red
leather, one careful owner only, never raced or driven
hard; price £1,900.—A.F.N., Ltd., 400, London Rd.,
Isleworth, Middlesex. (Hounslow 0011.) [C2015]

365 ens.—Aston Martin, 1938 15/98 short chassis
sports 2/4-seater, new hood, excellent condi-
tion; terms, exchanges, list; open 9-7 weekdays and
Saturdays.—Rowland Smith, Hampstead, (Hampstead
Tube.) Hampstead 6041. [C4018]

Aston Martin Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Aston Martin.—Hampstead (Tube),
N.W.3. Ham. 6041. [W4018/R]

B ARTLETT, Tel. 8445, Bay more for good Aston Martins,
27, Pembroke Villas, W.11. Bay. 0523. [W1013]

ASTON MARTIN cars wanted for cash; full details:
A Priory Motors, Ltd., Old Windsor. Windsor 2002-3.
[C197/R]

Aston Martin Spares and Service

P RIORY MOTORS, Ltd., sole suppliers of spares,
including reconditioned engines, for all Aston Martin
cars produced up to 1940; specialised servicing facilities.
—Old Windsor. Tel. Windsor 2002/3. [C198/R]

AUSTIN SEVEN

M EBES & MEES, Ltd. (Est. 1893), offer:—

1937 (Nov.) Austin 7hp de luxe sunshine saloon,
reconditioned engine, black, brown leather
upholstery, full de luxe equipment, carefully maintained;
£125.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040.
[C3012]

£85 !!!—Austin 7 Ruby de luxe saloon, excellent
condition, nearly new tyres, 3 months' guaran-
tee; hire purchase, exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms,
421-423, High Rd., Finchley, N.12. Finchley 6221.
(East Finchley Underground.) [C2052]

145 ens.—Austin 7 1937 Ruby saloon, blue, sliding
head, blue leather, excellent condition; terms,
exchanges.—Rowland Smith, below:—

195 ens.—Austin Big-7 1939 4-door saloon, sliding
head, blue leather, excellent condition; terms,
exchanges, list. Open 9-7 weekdays and Saturdays.
—Rowland Smith, Hampstead (Hampstead Tube). Ham-
pstead 6041. [C4018]

£95—Vintage Austin 7 4-seater tourer, 100%
guarantee, in daily use; £80 overhaul this year;
good tyres.—Langton, 31, Woodberry Cres., N.10. Tudor
6050 after 7 p.m. [1321]

Austin Seven Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Austin 7.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

AUSTIN A30

C AR MART, LTD.

L ONDON Distributors.

1954 Austin A30 4-door saloon, heater; £485.—Car
Mart, Ltd., 520, Euston Rd., London, N.W.1.
Euston 1212. [C1039]

AUSTIN A30

H A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (July) Austin A30 2-door saloon, one owner,
only 600 miles, positively unblemished; £465.

A USTIN House, 140/144, Golders Green Rd., Golders
Green, N.W.11. Speedwell 0011 (ten lines). [C4004]

J ACK ROSE, Ltd., 1954 A30 saloon, as brand new,
5,000 miles; £480.—Stafford Rd., Wallington,
Surrey Wallington 6677-8. [C3056]

1953 (July) A30, cream, 4 doors, splendid
condition, heater, screen spray, muff, one meli-
culous owner, genuine 14,000 miles; £460.—Tel. Pinner
6559. [1533]

P RIDE & CLARKE, Ltd.—1953 Austin A30 4-door
saloons, beige/beige, blue/blue, grey/blue, all low
mileage, heater; choice four from £479, three months'
guarantee; terms; exchanges; lists.—Stockwell Rd.,
S.W.9. Brixton 8251. [C3066]

Austin A30 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to
purchase Austin A30 cars.—Austin House, 297,
Euston Rd., N.W.1. Euston 1212. [C0925/R]

H A. SAUNDERS, Ltd., Golders Green, require:—

A USTIN A30 cars for cash.—Austin House, 140/144,
Golders Green Rd., Golders Green, N.W.11. Speed-
well 0011 (ten lines). [W4004]

R OWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Austin A30.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

AUSTIN EIGHT

1939 Austin 8 saloon, immaculate, guaranteed;
£165; payments.—Vaughan, 17, Astwood
Mews, S.W.7. Fro. 1319. [C4078]

Austin Eight Cars Wanted

H A. SAUNDERS, Ltd., Golders Green, require:—

A USTIN 8 cars for cash.—Austin House, 140/144,
Golders Green Rd., Golders Green, N.W.11. Speed-
well 0011 (ten lines). [W4004]

R OWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Austin 8.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

AUSTIN TEN

1940 Austin 10; £265; 3 months' guarantee; terms
and exchanges.

J ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Horsley, Mountview 5228 and 5774. [C4054]

£365—Austin 10 1947 4-door saloon, recon. engine,
leather interior, slig. roof, exceptional
throughout, many others.

B ENMOTORS, 1, Clarendon Rd., Holland Park, Lon-
don, W.11. Park 5066/7. (50yds Holland Park
Station.) Exchanges. [C1017]

£375—1947-8 Austin 10 de luxe saloon, spotless
bodywork, small mileage motor car, 3 months'
guarantee; hire purchase, exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms,
421-423, High Rd., Finchley, N.12. Finchley
6221. (East Finchley Underground.) [C2052]

1939 engine, mechanically and body good through-
out, guaranteed; £225.—Kings Motors, 1, High St.,
Hounslow. Tel. 3532. [C2049]

1946 (December) Austin 10 saloon, reconditioned
engine, original condition, guaranteed; £315.
exchanges, terms.—Palmer, 3, Russell Gardens Mews,
Kensington, W.14. Park 9705/6. [C3034]

115 ens.—Austin 10 1933 saloon, black, blue leather,
excellent condition; terms, exchanges, list.
Open 9-7 weekdays and Saturdays.—Rowland Smith,
Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1946 Austin 10 saloon, one owner, since new, body-
work and interior immaculate, mechanically
faultless; £245; terms, part exchange.—Tate &
Hitchens, Ltd., Haves Crescent, Temple Fortune,
N.W.11. Speedwell 3673. [1556]

1938 Austin 10 4-door Cabriolet saloon, original
pale green cellulose; whole car in beautiful
condition, any trial; £185; or £65 deposit, balance
over 18 months; exchanges, insurance.—Tulse Hill
Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel.
Tulse Hill 7106. [C2015]

Austin Ten Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Austin 10.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

H A. SAUNDERS, Ltd., Golders Green, require:—

A USTIN 10 cars for cash.—Austin House, 140/144,
Golders Green Rd., Golders Green, N.W.11. Speed-
well 0011 (ten lines). [W4004]

G ARDNER & CO. (HENDON) will buy your Austin
10.—Hendon 3359 and 8460. [W2074]

P RIVATLY owned Austin 10.—5, Brae Court, Kings-
ton Hill, Surrey. Tulse Hill 2768. [W2037]

G OOD Austin 10 wanted for cash.—Walter Scott,
Ltd., 39, College Crescent, Hampstead, N.W.3.
(Swiss Cottage Tube, Pri. 5014.) [W4006]

AUSTIN A40

C AR MART, LTD.

L ONDON Distributors.

1954 Austin A40 Somerset saloon, sliding head;
£655.—Car Mart, Ltd., 297, Euston Rd.,
London, N.W.1. Euston 1212. [C1039]

N EWNHAMS, Ltd.

1952 Austin A40 Somerset saloon, grey, excellent
condition; £565.

N EWNHAM House, 235-7/9, Hammersmith Rd.,
London, W.6. Riverside 4646. [C3024]

B J. HUNTER, Ltd., offer:—

1954 Austin A40 saloon de luxe model, positively
unmarked; £675.

1952 Austin A40 sports, low mileage,
spare unused; £575.

B J. HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.2. Tel. Gladstone 630. [C2040]

R C. WIMBUSH, Ltd., offer:—

1953 (August) Austin A40 Somerset grey, heater,
£625.—312, Earls Court Rd., S.W.5. Fremantle 8401.
[C4056]

AUSTIN A40

A UTOBILIA, Ltd., offer:—

1952 (Sept.) Austin A40 sports fourseater converti-
ble coupe, beige, red leather, wing mirrors,
reversing light, heater, 2 spare wheels, low mileage,
one owner, excellent condition; £545.—Automobilia,
Ltd., Pippbrook Garage, Dorking 4304. [C1069]

O VERSEAS CARS, Ltd., offer:—

1952 Austin A40 saloon, beige/leather, and heater,
excellent condition; £575; for other Overseas
car bargains see page 131.

O VERSEAS CARS, Ltd., 227, Brompton Rd., Knights-
bridge, S.W.3. Kensington 1475. [C3051]

H A. SAUNDERS, Ltd., offer:—

1954 Austin A40 convertible coupe, green, green
upholstery, heater, recorded mileage 3,590;
£675.

1953 Austin A40 Somerset saloon, grey, beige up-
holstery, heater, recorded mileage 18,340;
£645.

836—842, High Rd., N.12. Hillside 5272 (8 lines).
[C2027]

B ROOKLANDS.—Austin stocking agents.

1954 Austin A40 saloon, sun roof, heater, leather,
3,000 miles.

BUY or sell with confidence; cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351-6.
[C1029]

C M.I. CAR SALES (Pri. 6623), offer:—

1954 Austin Somerset saloon, blue hide upholstery,
sliding roof, heater, 8,000 miles, taxed year;
£640.

THREE months' guarantee; terms: list on application.
—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

E NGINES-RECONDITIONED, Ltd., offer:—

1952 Austin A40 saloon 33,000 miles only; £475.—
833, Pinner Rd., Harrow Middlesex. Tel.
Harrow 5366. [C2070]

M EBES & MEES, Ltd. (Est. 1893), offer:—

1952 (Feb.) Austin A40 Devon 4-door saloon, mist
green, beige upholstery, H.M.V. radio, heater,
loose seat covers, coachwork, mechanical condition and
tyres excellent, moderate mileage, practically a new
car; £545.—The Broadway, Mill Hill, N.W.7. Tel. Mil.
8464. [C3012]

H A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin, the New Cambridge A40 and A50 and
all Show Models, limited number of orders
now acceptable from proven essential users, applica-
tion forms, brochures, easy terms upon request.

1949 Austin A40 Devon saloon, black/red leather, well
maintained, highly recommended; £370.

1953 (July) Austin Somerset coupe, one owner,
mileage 11,000, black/fawn hide, immaculate,
highly recommended; £590.

A USTIN House, 140/144, Golders Green Rd., Golders
Green, N.W.11. Speedwell 0011 (ten lines). [C4004]

A USTIN A40 Somerset saloon, 1953, black; £595.

S TRATSTONE, 40, Berkeley St., W.1. (Mayfair
4404). [C4022]

D J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Austin A40, excellent condition throughout,
one owner, taxed; £485.—D. J. Shepherd &
Co. (Enfield), Ltd., 486, Hertford Rd., Enfield. HC4009
1631. [C4009]

1952 A40, one owner, heater, loose covers; £545.—
Tel. Speedwell 918. [1595]

A CRES offer 1953 Austin Somerset, black, unmarked;
£595; choice 3 others.

A CRES MOTORS, Ltd., 136-138, Streatham Hill, Lon-
don, S.W.2. Tulse Hill 1909. [C1002A]

£495—Austin A40 saloon, 1951, fitted with heater,
in really splendid condition.

£650—Austin Somerset 1954 model, meticulously
maintained by one owner, cream with red
leather upholstery, fitted with heater and radio with
two speakers.

F ERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, London, N.W.2. Gladstone
2234. Open week-days 8 a.m. to 6 p.m. [C2005]

1951 Austin A40 G.S.2 saloon, radio, heater, sun
roof, 13,000 miles; £565.—Below.

1950 Austin A40, excellent condition throughout;
£475.—Martin, Trevelick, Porth, Newquay
3069. [C1071]

1953 A40 de luxe saloon, heater, sliding roof, 11,000
miles only; grey/red leather; £635.—Dunham
& Haines, Luton 2100/1. [C1071]

1949 Austin A40 saloon, heater, one owner since
new, exceptionally nice example; 3 months'
guarantee; £445.

C & W MOTORS, Ltd., Queens Head Garage, East
End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1954 Austin A40 Somerset saloon one owner, 7,000
miles; £645.—J. F. Dove, Ltd., 69, Broadway,
Wimbledon, S.W.19. Liberty 3456. [C1077]

A 40 Dorset saloon, sun roof, heater, fast and economi-
cal; £595.—Gerald Leventon, Ltd., 181,
High St., Rickmansworth 3326/5151. [1066]

1949 A40 Devon grey saloon, blue leather, well
maintained, 48,000 miles, one owner; £400.—
Brinkley, Crickles Hill, Weybridge. [1042]

1954 Austin A40 Somerset saloon, black leather,
small mileage, one owner; £665.—Wimbush,
Ltd., 35, Headford Place, London, S.W.1. Sloane 0151.

1952 Austin A40 Somerset, 19,000 miles, in excel-
lent condition, colour green.—John Whalley,
Ltd., London Rd., Bishop's Stortford, Tel. 181, 2.

1954 Austin A40 Somerset saloon, green, heater,
leather, etc., 5,000 miles; £660.—L. F. Dove,
Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe
5555.—Stafford Rd., Wallington, Surrey. Wallington
6677. [C3056]

£499 !!!—1951 Austin A40 de luxe saloon, fitted
with heater, specimen condition, choice 2, also
A40 Countryman; 3 months' guarantee; hire purchase,
exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms,
421-423, High Rd., Finchley, N.12. Finchley
6221. (East Finchley Underground.) [C2052]

1949 Austin A40 saloon, beige with fawn interior,
reconditioned engine; £599.—Keith's Motor
Co., Ltd., 141, Green Lanes, Palmers Green, N.13.
Bowes Park 5100. [C2090]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 A40 Devon, good condition, well maintained, heater, £250 o.n.b.—29, Redgrave Rd., S.W.12. Put. 7942. [C1515]

1951 Devon saloon, sliding roof, bottle green, brown hide, radio, heater, one owner, superb condition; £540.—Robbins, East Putney, Tel. 7981. [C3010]

1953 series Austin A40 de luxe saloon, black and brown leather, heater, sliding roof, new loose covers, 21,000 miles by one most meticulous owner, taxed year; £610.—Below.

AUSTIN A40 1949 (Oct.) 4-door saloon, grey and lawn, radio, heater, sun roof, good tyres, 32,000 miles; £445.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011]

1949 Austin A40 4-door saloon, blue, 9,000 miles on reconditioned engine, brakes reined, one owner, taxed; £435.—L. F. Dove, Ltd., Guildford Rd., Woking. [C1075]

1953 Austin A40 Somerset coupe, one owner, 8,000 miles heater, leather, as brand new, guaranteed; £625.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kings. 8108. [C4053]

1954 Austin A40 saloon, 5,000 miles; £650.—British and Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3598. [C1027]

1952 Austin A40 Somerset, heater, Smiths clock, spot light, reversing light, one owner; £595.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3, Ken. 0081. [C1060]

1953 model Somerset, in immaculate condition; £595; full purchase and part exchanges, Southcombed—Herbert & Mills, Church Rd., Ashford Middx. Tel. 2960. [C2035]

1953 (August) Austin A40 Somerset coupe, sky blue, 11,000 miles, one owner, heater, practically as new; £635; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1954 (June) A40 Austin Somerset saloon, negligible mileage, unmarked, H.M.V. radio, leather upholstery, overriders, taxed; £665; exchange A30 or latest Prefect.—155, Billing Rd., Northampton, Tel. 2264. [C1461]

1954 (February) Austin A40 convertible, grey, 11,000 miles, heater, radio, superb condition throughout; £650; exchanges deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11, Bay. 4274. [C4035]

1954 (June) Austin A40 Somerset, black beetle hide, heater, 1 owner, 6,000 miles, 6 months' guarantee; £675.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Bait. 2252. [C3022]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

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1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

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1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610; also 1952 model, G.S.3, steering column control, one owner, superb, £600.—Bruce Edwards, 8a, Cromwell Mews, Kensington, Flaxman 0515. [C2014]

AUSTIN SIXTEEN
AUSTIN 16 Tourer, good summer; £25.—Chepstow Garages, Ltd., Ledbury Rd., London, W.11. Bayswater 2949/6020. [C1523]

£379—1948 Austin 16 de luxe saloon, immaculate, any trial—G.P. (Baltham), Ltd., 2c, Baltham Hill, S.W.12. (100 yards Clapham South Tube), Bait. 1107-8-9. [C2024]

WALTER SCOTT, Ltd.—1948 (Feb.) Austin 16, (black, brown hide, heater, smart original cellulose, excellent mechanical condition; £350.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Primrose 5914. [C4006]

1949 Austin 16 saloon, sun roof, black with brown leather upholstery, heater fitted, Dunlop Fort tyres on four road wheels, upholstery and mats are almost as new, most carefully maintained and serviced weekly by Austin dealer since new, one owner who is relinquishing the car having purchased new Austin A70; unrepeatable bargain at £450.—Mack & Wallwork, Ltd., 205, Regents Park Rd., Finchley, N.3, Finchley 1166. [C1298]

LIMOUSINE Hirecars, low mileage, 1951/52/53, forward occasional, brown leather, nominal mileages, desirable condition, black, excellent selection, certified mechanically, competitive prices.

1953 Hirecar Limousine (Eleven Hundred miles only) partition, forward occasional, leather throughout, black, spotless, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 16 cars for cash—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 16—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

HIRECAR 1949/51/53 LIMOUSINES urgently required cash waiting, Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN A70 & A90
LONDON Distributors.

1954 Austin A70 Hereford saloon, heater; £750.

1953 Austin A70 Hereford saloon, sliding head, heater; £695.—Car Mart, Ltd., 57, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039]

B. J. HUNTER, Ltd., offer:—

1952 Austin A90 Atlantic saloon, superb condition; £595.

1953 Austin A70 saloon, extremely low mileage, fitted heater, radio, etc.; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.11. Tel. Gladstone 6303. [C2040]

C. M. CAR SALES (Pri. 6251) offer:—

1952 Austin A70 Hereford saloon, nominal mileages, good condition; £595.

THREE months' guarantee; terms, list on application.

Swiss Cottage, Finchley Rd., N.W.3. [C1051]

DENHAM'S GARAGE (ESHER), Ltd., offer:—

1954 (June) Austin A70 Hereford de luxe saloon, 2,800 miles only; £795.—Portsmouth Rd., Esher, Surrey. Tel. Esher 5500. [C1558]

GUY SALMON AUTOMOBILES offer:—

1952 Austin A90 Atlantic saloon, 26,000 miles, one owner, faultless condition; £665.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. [C4001]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Aug.) Austin A70 saloon, one owner, grey/blue hide, heater, immaculate, well maintained; £560.

AUSTIN HOUSE, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004]

AUSTIN A70 Hampshire saloon, 1950-1; £130 extras.

26,000 miles, £495.—Worthing 6123. [1471]

1952 (Oct.) Austin A70, one owner, green, heater, 12,000 miles, excellent.—Tickford, [C4029]

1952 Austin A70 saloon, magnificent, guaranteed; £520; payments—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

1954 Austin A70 black saloon, leather, registered May 1954, immaculate; £795.—Osborne, The Coppins, Heath End, Farnham. Tel. Hook 152. [1498]

AUSTIN A90 convertible (Jan. '51), radio, heater, 33,000 miles, black; £520.—Barker, 253, Weston Rd., Meir, Stoke-on-Trent. Tel. Longton 5327. [1322]

A70 1952, heater, radio, etc., immaculate; £595.—Gerald Leventon, Ltd., 181, High St., Rickmansworth 3326 5151. [1605]

1950 model Austin A70 Hampshire saloon, brown, fitted heater; £465.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

1951 Austin A70 saloon, leather, heater, immaculate throughout; guaranteed; £495.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, King. 8104. [C4053/1]

1953 Austin A70 sun saloon, one owner, heater, leather, perfect condition, 6 months' guarantee; £695.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Molesey 6109. [C4053]

1954 (May) Austin A70 de luxe model, Balmoral blue, sliding head, heater, radio, loose covers, etc.; mileage 1,400; £780.—Randall's, Wingham, Kent. Wingham 227. [1361]

1953 Austin A70 Hereford saloon, one owner, black and brown, sliding head, heater, loose covers, etc.; £675.—Gordon Lovett, Ltd., 45, The Mall, Ealing W.5. Ealing 4727. [1954]

1952 Austin A70 saloon, 16,000 miles, brown with brown upholstery, fitted heater; £595.—Le Grice Elects, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

XXX 1953 (April) Austin A70 Hereford saloon, low mileage, most attractive one ownership car, thoroughly recommended; written guarantee; £685; terms, exchanges.—H. F. Edwards, 172-4, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002]

1951 Austin A70 saloon, leather, heater, immaculate throughout; guaranteed; £495.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, King. 8104. [C4053/1]

1953 Austin A70 sun saloon, one owner, heater, leather, perfect condition, 6 months' guarantee; £695.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Molesey 6109. [C4053]

1954 (May) Austin A70 de luxe model, Balmoral blue, sliding head, heater, radio, loose covers, etc.; mileage 1,400; £780.—Randall's, Wingham, Kent. Wingham 227. [1361]

1953 Austin A70 Hereford saloon, one owner, black and brown, sliding head, heater, loose covers, etc.; £675.—Gordon Lovett, Ltd., 45, The Mall, Ealing W.5. Ealing 4727. [1954]

1952 Austin A70 saloon, 16,000 miles, brown with brown upholstery, fitted heater; £595.—Le Grice Elects, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

XXX 1953 (April) Austin A70 Hereford saloon, low mileage, most attractive one ownership car, thoroughly recommended; written guarantee; £685; terms, exchanges.—H. F. Edwards, 172-4, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002]

AUSTIN A70 & A90
WITHAMS MOTORS, Ltd., offer 1951 Austin A70 saloon, immaculate condition, one owner, heater; £485.—19, Baltham Hill, S.W.12. 2 minutes Clapham South Tube Station. Battersea 3280, 3769. [19630]

JACK ROSE, Ltd., offer 1953 A70 de luxe, one owner, accept £600; 1952 A70 saloon, 19,000 miles, almost brand new, £585; also 1950 series open to any examination, £450.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

ROSE & YOUNG, Ltd., offer 1954 Austin A70 Hereford saloon, 5,000 miles only, fitted heater, leather upholstery, black; £725.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057]

£555—Magnificent A70 drop head coupe, full electric model with radio and heater, the speedometer reads 12,000 but despite this the vehicle literally looks brand new, bodywork spotless, chrome work as new, undoubtedly the finest we have had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1951 Austin A90 Atlantic all-electric drop head four-seater coupe in attractive dark blue with matching leather and hood; very carefully maintained by fastidious owner; faultless condition throughout, fitted many extras including radio, heater, spot and fog lamps, cigarette lighter and nearly new set of Dunlop Whitewall tyres, taxed remainder of year; £550.—Charles Clark & Son, Ltd., Chester St., Shrewsbury. Tel. Shrewsbury 2051-2. [1331]

Austin A70 and A90 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [10353/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A70 and A90 cars for cash—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004]

A LOST new A70 required at once—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

REQUIRED, really good Austin A70.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin A70 and A90.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHTEEN

DICKS, offer:—

1937 Austin 18 7-passenger saloon, carefully used; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6989-9. [C1072]

£325—Austin 18 Windsor 7-seater hire car, 1939, with the wide type body, extra large rear-opening luggage boot and luxurious leather upholstery, wide occasional, etc., a very desirable car, economical to run and fitted excellent tyres.

£225—Austin 18 hire car, 1939, finished dark blue and upholstered in leather throughout, nice roomy body, good engine and tyres.

£165—Austin 18 hire car, limousine, 1936-7, with division and leather interior, forward occasional, disc wheels, etc., very useful car.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special Hire Car Catalogue.

7-PASSENGER 1938 Black Windsor saloon, leather throughout, certified mechanically, excellent order. £445. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135
Sheerline, black with beige, fog lamps, radio, heater, one owner; £650.—Mayfair 5242. [C3030]

ACRES offer 1952 Austin Sheerline, black, heater, radio and many extras, 21,000 miles, unmarked; £750. [C3030]

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2, Tulse Hill 1909. [C1002A]

£625—1950 Austin Sheerline saloon, dark metallic green with beige hide, 28,000 miles, in beautiful all-round condition. [C1002A]

DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266. [C1070]

AUSTIN Sheerline 1949 4-door black saloon, radio, heater, one previous owner from new, an immaculate motor car; £525; terms and exchanges. [C1070]

STARNE'S MOTORS, 103, The Broadway, Cricke-wood, N.W.3, Gladstone 2480 and 0296. [1610]

1949 Sheerline, black, full equipment, £595; written guarantee; h.p., exchanges, trade enquiries welcomed. [C1070]

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2, Finchley 0052-53-54 anytime. [C1065]

£725—Austin Princess saloon, 1949, fitted heater and wireless built in, the very last word in motoring luxury, superbly maintained. [C1035]

£595—Austin Sheerline saloon, 1950, formerly owned by chairman of well-known public company, privately chauffeured and maintained throughout by Austin main distributors, radio and heater. [C1035]

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035]

1954 (new) Austin Sheerline, original list price offered at £1,495.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1, Tel. Sloane 3557/6970. [C3006]

1950 Austin Princess, black, low mileage, in immaculate condition; £795; terms, exchanges.—R. C. Mortlake, 253, Kensal Rd., London, W.10, Arnold 4904/4852. [C3017]

JACK ROSE, Ltd., offer:—1949 Sheerline saloon, clean inside and out, open to any examination; £535.—Stamford Rd., Wallington, Surrey, Wallington 6077-8. [C3066]

G & M ALFRED'S (1956), Ltd.—1952 Austin Sheerline saloon, radio, heater, one private owner, small mileage, numerous extras, superb order; £765.—7, Warren St., W.1, Euston 3268. [C1005]

ARCHIE SIMONS & Co., Ltd.—1953 Austin Princess saloon, colour black, brown leather upholstery, low mileage, immaculate throughout; £1,325.—94, Gt. Portland St., W.1, Lan 1345. [C4013]

1951 Austin Sheerline, grey, grey leather, radio, heater, 37,000 miles, good tyres, very clean car, taxed, £600.—H. J. Hinchey, Leics, Tel. Hinchey 558. [1437]

1949 (July) Austin Sheerline saloon, black, beige leather, radio, heater, one owner, immaculate condition, three months' guarantee; £535.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2, Bayswater 0085. [C1065]

AUSTIN Princess 1951 black saloon, 24,000 miles, radio, heater, taxed end year, as new; £965, part exchanges and hire purchase, trade enquiries welcomed.—Walthamstow Motor Co., Ltd., 736, Lea Bridge Rd., Leyton, E.10, Tel. Leytonstone 461. [1051]

1952 Austin Princess saloon, grey with light blue leather upholstery, 15,000 miles; the whole car in beautiful condition throughout; £1,250; late 1953 Austin-Healey 2-seater, light blue, 6,000 miles only, under the same equal to new; £355. [C2025]

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1, Eus. 6611. [C2025]

AUSTIN Sheerline, black, one owner, low mileage, radio, heater, Ace Rimblebushers, sun roof, 1952 model, absolutely immaculate condition; £745; exchanges, hire purchase.—B. & H. Motors, 1464-8, Hill Rd., Whitstone (Finchley), London, N.20, Tel. Heston 6671-2. [C1020]

1950 model Austin Princess saloon, fitted heater, radio, sliding roof, one private fastidious owner, regularly serviced and recent complete check by makers; black with brown leather trim, nominal mileage; reason for sale new car being delivered; probably one of the finest specimens offered of this luxury model; price £2,251.—Simpson's, Caxton, Cambridge, Tel. Caxton 210. [1311]

LIMOUSINE, 1951/52, long wheelbase, partition, forward occasional, privately owned, excellent order, black, competitive price. [C1020]

PRINCESS latest 1954 long wheelbase Limousine, extra wide occasional, partition, black, lavish equipment, genuine mileage 7,000, new condition, £2,175. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2241. [C1006]

Austin A125 and A135 Cars Wanted
C THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1, Grosvenor 3434. [10352/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—
A AUSTIN A125 and A135 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (ten lines). [W4004]

C CHAIN OF EXCHANGE require used Austins, Sheerline, Pertiva 4404. [W1045]

7-SEATER 1951/2/3 Sheerline partitioned Limousine required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2241. [W1006]

Austin Miscellaneous Cars Wanted
R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

M ARSTON MOTOR Co., for your Austin.—Tel. 84, 2000, Seven Sisters Rd., Tottenham, N.15 [10598/R]

XXX good Austins.—28-30, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

W EYBIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [10541/R]

1946-7 Austin saloon wanted.—Gordon Woodcock, 48a, Drewstead Rd., S.W.16, Street. [W4059]

Austin Spares and Service

A FOR Austin, Wimbledon for everything Austin, spare parts, pre-war and post-war; exchange units from stock; Saturdays till 8 p.m.; night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19, Wim. 0123. [10414/R]

NORMAND, Ltd., [10414/R]

HAVE your car serviced by the experts. [10414/R]

SATISFACTION guaranteed. [10414/R]

NORMAND, Ltd., 405-9, King St., W.6, Riv. 3665. [10336]

THE CAR MART, Ltd. [10336]

LONDON distributors; spare parts for all model cars and trucks. [10336]

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600), and 382, Streatham High Rd., S.W.13 (Streatham 0054). [10160/R]

C. G. NORMAN & Co., [10160/R]

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—30, Vauxhall Bridge Rd., London, S.W.1, Victoria 2211. [10271/R]

AUSTIN, the main agents for spares, service and repairs. [10271/R]

TEL, Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-6. [0916/R]

AUSTIN genuine spares and specialist service in the West End. [0916/R]

SMORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R]

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1, Hop. 2832/2820. [0729/R]

FAIRLEY'S (Reg. Phillips) are first choice for all Austin spares. 32-49 by return post.—John St., Sheffield, 22876. [0216/R]

CEAR boxes, engines, dampers, gears, repairs! Cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3, Primrose 2647. [S4100]

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12, Battersea 3280/3769. [0488/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Bedford, Middlesex, Tel. Feltham 4274/5. [0599/R]

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2, Brixton 1155. [10184/R]

AUSTIN-HEALEY
CAR MART, LTD. [10184/R]

1954 Austin-Healey 100, heater; £875.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5, Ealing 6600. [C1039]

L. F. WARD, Ltd., [C1039]

1953 Austin-Healey, 5,000 miles, as new; £575. [C1043]

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3347. [C4043]

MERCURY offer:—
£845—1953 Austin-Healey 100, low mileage, heater, mist blue finish. [C4043]

YOUR present car taken in part exchange; terms with pleasure. [C4043]

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx, Wembley 6058-9. [C3014]

H. W. MOTORS, Ltd., offer:—
1954 (July) Austin-Healey sports, one owner, in- [C3014]

Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

BROOKLANDS—Austin-Healey stocking agents. [C2042]

1954 Austin-Healey 100 2-seater, modified engine. [C2042]

BUY or sell with confidence; cars purchased for cash. [C2042]

103, New Bond St., London, W.1, Mayfair 8351-6. [C1029]

1954 Austin-Healey 100, low mileage, truly perfect condition; £800; no dealers.—Box 8662. [1385]

1954 Austin-Healey 100 sports, red with black leather, only covered 3,000 miles since new and in really first-class order throughout, fitted heater and overdrive, one owner only offered at £200 below list price; £895.—Putney 2770. [1598]

BARTLETT—Austin-Healey 1954, 125mph, special drop head by Tickford, full Le Mans specification, many extras, 3,000 miles; your enquiries for the new Austin-Healey are most welcome, and we are particularly interested in quoting for your second-hand sports cars.—27, Pembridge Villas, W.11, Bay. 0523. [C1013]

H. A. SAUNDERS, Ltd., Golders Green, require:—
A AUSTIN-HEALEY cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (ten lines). [W4004]

Austin-Healey Spares and Service
FOR specialised 'Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address: Donald Healey Motor Co., Ltd., Warwick. [9992]

AUTOVIA
£295—1939 Autovia 24hp de luxe saloon, magnificent specimen maintained beautifully, with performance and looks of a £1,000 motor car; 3 months' guarantee; hire purchase exchanges. [C2052]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). [C2052]

£145—1938 Riley Autovia sports saloon, spotless interior, faultless runner. Fitted Ford 7.8 engine, bargain; £65 down.—Bray Motors, 180-182, West End Lane, N.W.6, Hampstead 6490. [C1024]

BENTLEY (3½, 4½-litre and New 4½-litre)

J. B. JACK BARCLAY, Ltd., [10414/R]

EXCLUSIVELY for Rolls-Royce and Bentley. [10414/R]

LARGEST official retailers in the world; please write for stock list. [10414/R]

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.) [C1082]

JACK
OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:— [C1082]

1954 4½-litre standard saloon, automatic gear box, velvet green, grey hide, one owner, 9,700 miles; £4,350. [C1082]

1953 4½-litre automatic gear box, standard saloon, velvet green, grey leather, 7,000 miles; £4,150. [C1082]

1953 4½-litre standard saloon, Tudor grey with grey leather, large boot, 42,600 miles; £3,150. [C1082]

1952 4½-litre saloon, large bore, black with brown leather, 20,000 miles; £2,650. [C1082]

1950 4½-litre standard saloon, grey with grey leather, 42,000 miles; £2,350. [C1082]

1950 4½-litre standard saloon, black with brown hide, one owner, 47,500 miles; £2,000. [C1082]

1949 4½-litre Countryman, two shades of grey with polished wood; £2,250. [C1082]

AUDLEY House, North Audley St., W.1, Mayfair 5242. [C3035]

RIPPON
RIPPON
RIPPON Bros., Ltd., [C3035]

RIPPON Bros., Ltd., Huddersfield 7070 (10 lines); also at: [C3035]

LEDS, Bradford, Sheffield. [0506/R]

H. C. PAUL, Ltd., [0506/R]

1952 Bentley standard steel saloon, finished velvet green, 30,000 miles, indistinguishable new; £2,775. [C3040]

1951 Bentley standard steel saloon, 46,000 miles, exceptional condition; £2,250.—52, Bruton Place, Berkeley Square, W.1, Mayfair 0521/2. [C3040]

H. R. OWEN, Ltd., [C3040]

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:— [C3040]

1954 Continental 2-door sports saloon, black with brown hide; £6,750. [C3040]

1954 standard steel saloon with fully automatic gearbox, black with beige hide; £4,350. [C3040]

1954 standard steel saloon with fully automatic gearbox, black and maroon with red hide; £4,350. [C3040]

1953 standard steel saloon with fully automatic gearbox, duo-green with grey hide; £3,550. [C3040]

1952 Hooper 4-door sports saloon, with curved windscreen, black with beige hide to the front and beige cloth to the rear, electrically operated windows; £4,850. [C3040]

1950 standard steel saloon, black and pale primrose with beige hide; £2,450. [C3040]

1950 standard steel saloon finished in black with beige hide; £2,550. [C3040]

1949 Freestone & Webb sports saloon, grey with beige hide; £2,750. [C3040]

1949 Countryman utility by Harold Radford, grey and natural wood exterior with grey hide; £2,450. [C3040]

1948 standard steel saloon, two-tone grey with grey hide, 39,000 miles, immaculate; £1,775. [C3040]

1947 standard steel saloon, black with brown hide; £1,695. [C3040]

1934 Ward sports saloon, with sliding roof, black with blue hide; £550. [C3040]

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal. [C3040]

H. R. OWEN, Ltd., [C3040]

17, Berkeley St., London, W.1, Tel. Mayfair 9060. [C3052]

PB Ltd., offer:—
1947 standard steel saloon, grey, grey leather, reconditioned engine fitted recently. [C3052]

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7, Tel. Ken. 9477-7478. [C3053]

MANN EGERTON & Co., Ltd., [C3053]

1951 Bentley steel saloon midnight blue, beige leather, 26,000 miles; £2,550. [C3053]

1950 Bentley sports saloon by H. J. Mulliner, two-tone grey, trimmed green hide, 44,000 miles; £2,650. [C3053]

MANN EGERTON & Co., Ltd., [C3053]

14, Berkeley St., W.1, Hyde Park 2073. [C2006]

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:— [C2006]

1953 Bentley 4½ sal., with automatic gear box, Tudor grey, low mileage, carefully maintained; £4,150. [C2006]

1953 (Jan.) Bentley Mk VI R type, large boot, one owner, 29,000 miles, black red leather; £3,475. [C2006]

1951 Bentley Mk VI standard sal., black, one owner, really exceptional condition; £2,475. [C2006]

1949 Bentley Mk VI drop head coupe by Park Ward, black, most attractive car, good his- [C2006]

1947 Bentley Mk VI standard all-steel, black, blue leather, two owners, chauffeur kept, 65,000 miles, correctly maintained; £1,835. [C2006]

PART exchange and hire purchase arranged. [C2006]

SHOWROOMS 18, Berkeley St., W.1, Mayfair 6266. [C2010]

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9, Cunningham 1936. [C2010]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)**RUSSELL MOTORS offer:—**

1949 Mark VI Bentley standard steel saloon, 64,000 miles only, one owner, dual grey and blue leather. [C3060]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, R Sloane St., S.W.1. Sloane 9289. [C3060]

EVANS & O'MALLEY offer:—
1936 Bentley 4½-litre saloon by H. J. Mulliner, finished in grey and black, fitted 2 spare wheels, sun roof and heater, in exceptional condition throughout. £2,695.—Lowndes Sq., Knightsbridge, S.W.1. Sloane 1553-1709. [9469]

MASCOT MOTORS, Ltd., offer:—

1935 3½-litre Hooper drop head foursome coupe; £595.
1934 3½-litre Park Ward sports saloon; £495.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007]

MADSTONE ENGINEERING Co.

1934 Bentley 3½-litre sportsman's 2-door saloon, excellent condition; £599.

1934-5 saloon, just recellulosed black, most attractive; £495.

1936 Bentley 3½-litre Hooper sportsman's saloon, late property of elderly gentleman, most immaculate condition; £695.

1937 Bentley 4½-litre Park Ward sportsman's saloon, recellulosed black with blue centre panels, all new tyres, excellent example; £625.

1938 Bentley 4½-litre sportsman's saloon, this was actual Bentley demonstration car and is in exceptionally good condition throughout; £795.

1938 late registration Bentley 4½-litre sports saloon, recently recellulosed in silver-gun-metal. Ace discs, all new tyres, in really beautiful condition; £795.

1947-8 Bentley 4½-litre standard steel saloon, finished in leather grey with blue leather interior, all excellent tyres, H.M.V. radio, heater, taxed, a most unblemished example; £1,550.

A LL above cars are guaranteed, immediate hire purchase terms and insurance, exchanges. [C3007]

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 4357.
CREST OF BOURNEMOUTH offer:—

1948 Bentley Mk. VI 4-door saloon by Freestone & Webb, one titled owner, superb condition; £2,350.

1948 Bentley Mk. VI standard saloons; choice of 3 from £1,650.

1939 Bentley 4½-litre overdrive by Vanden Plas, drop head coupe, black and beige, new hood, excellent history; £1,175.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Lournemouth 7160. [C4080]

CHIPSIDEAD MOTORS, Ltd., offer:—
1935 model Bentley sports saloon, black, brown leather, immaculate, bargain; £545.

CHIPSIDEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London, S.W.3. Flaxman 0052/7253/7154. [C1046]

BRADSTOCK MOTORS, Ltd., offer:—

1936 Bentley 4½ saloon, black with grey leather; this car is in exceptional condition for its year in every respect.—Chase Rd., Epsom. Tel. 369. [C1090]

SANDERSON & HOLMES, Ltd., Derby.
THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 4701-6. [C4073]

GUY SALMON AUTOMOBILES offer:—
1948 Bentley Mark VI standard steel saloon, 48,000 miles only, immaculate; £1,775.—Forsyth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

K NIGHTSBRIDGE MOTORS, Ltd., offer:—
1953 (October delivery) Bentley R type 4½-litre standard steel saloon, finished in velvet green with fawn hide interior, 13,000 miles only, one owner; £5,675.

I Roberts Mews, Lowndes Pl., London, S.W.1. Sloane 4086. [C2063]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1935 Bentley 3½-litre sports saloon; £500.

COOMBS & SONS (GUILDFORD), Ltd., St. Cath erine's Garage, Portsmouth Rd., Guildford, Surrey, Guildford 62907-8-9. [C1057]

SWANMORE GARAGE, Ltd., Bournemouth (J. W. Medley, A.M.I.A.E.), offer:—
Bentley 1950 Mark VI steel saloon, dual colours, Bentley engine overhaul; £2,185.

Bentley 1950 Mk. VI by Hooper, Ltd., outstanding condition; £2,195.

Bentley 1948 Mk. VI 4/5-5-7, drop head, by Park Ward, exceptional cond.; £2,385.

Bentley 1948 Mk. V by Hooper, Ltd., dual colours, outstanding cond.; £2,295.

1937 Bentley 4½-litre by Mann Egerton; £355.

Distance immaterial, exchanges, etc.

TELEPHONES Southbourne 43544 and 43545.
1176—1180, Christchurch Rd., Boscombe E. [C4024]

1948 Bentley Mark VI saloon; £1,775.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1936 Bentley 4½ sports saloon, exceptional condition, with radio and heater, taxed; £675.—Below.

1924 twin S.U. carburetors, whole car in excellent mechanical order; £140.—Garage Service Co., Ltd., 1013 Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C3029]

1937 Bentley 4½ Park Ward saloon, guaranteed; £535; payments—Oldfield, 398, Kensington High St., W.14. Wes. 6651. [C3029]

1952 Bentley Mark VI P.S.C. saloon, 29,000 miles, in really magnificent condition; £2,775.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6981. [C4036]

BENTLEY (3½, 4½-litre and New 4½-litre)

1952 Bentley Sportsman's saloon, low mileage, one gentleman owner, immaculate condition, £2,750 or near offer; terms or exchanges.

SIBLEY'S GARAGE (BIRMINGHAM), Ltd., Edward Rd., Basall Heath, Birmingham 1549. [C1549]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bourne mouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. [5722]

1950 46,000 miles only, black/brown upholstery; £1,995.—Coventry & Jeffs, Ltd., Bristol 20091. [1402]

XIX 34 3½-litre Mulliner sportsman's saloon, excellent history; £455, £50 deposit.—Searle, 45, Park Rd., Hampton Hill, Middx. Molcsey 4614. [C4069]

1951 Bentley 4½ Standard steel saloon, sage green, beige leather, radio, heater, one owner, Bentley history; £2,490.—Odeon Motors, Ltd., Barnet, Bar. 1144. [C3028]

1932 Bentley 4-litre Gurney Nutting sports saloon, outstanding condition; £1,000 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1935 Bentley 3½-litre Park Ward saloon, bills for £400 spent recently on this car available, most attractive colour; £665.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042]

£750—4½-litre sports saloon, over £500 spent with makers, full service history, photo exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

1951 Bentley standard saloon, green, one owner, just returned from Bentley overhaul, H.M.V. radio, as new; £3,500.—Tickford, Ltd., Temple Bar 3338. [C4029]

BENTLEY Mark VI Park Ward saloon, outstanding condition, black with brown hide interior, absolutely unmarked; £1,475.—Webb, 75, Aldersbrook Rd., Wansstead, E.12. Tel. Wansstead 1946. [1403]

1949 Bentley Mark VI saloon, two tone green, 58,000 miles, full history, property of a famous owner, very good mechanical condition, striking appearance; £1,850; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54 anytime. [C4065]

1947 Bentley 4½-litre Park Ward sports saloon, 70,000 miles, finished in black and grey, absolutely immaculate; £1,545.—Clayton's Cars (London), Ltd., 17, Bratton Place, London, W. [C1050]

1937 Bentley 4½-litre drop head coupe by Park Ward, in outstanding condition, a most excellent car with many extras; £695.—Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4036/1]

£495 (June) Bentley 4½ sports saloon, 4-door, black and cream, radio, heater, loose covers, discs, cheapest offer offered; cash or h.p. Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 2. Tel. 1924 Cheetham Hill. [1443]

1935 Bentley 3½-litre Park Ward sports saloon, radio, most attractive car, good history, superb condition throughout, this car has covered only small mileage since £640 overhaul by makers; price £665.—Nutt Motors, North Rd., Brighton 25050. [1526]

1935 Bentley 3½-litre saloon by Park Ward, 4-door, sun roof, four new tyres, body in good condition, chassis excellent and a pleasure to drive; £550 accept small post-war car in payment.—Western 1309. [9827]

NOVEMBER, 1949, Mark VI steel saloon black, radio and heater, taxed end of year; £1,875; part exchange and hire purchase trade enquiries welcomed.—Walthamston Motor Co., Ltd., 736, Lea Bridge Rd., Leyton, E.10. Tel. Leytonstone 4461. [1049]

XXX (July) Bentley 3½-litre Park Ward 3-door sports saloon with rear boot, luxuriously equipped, finished in black cellulose with brown hide upholstery, absolutely immaculate and most attractive car; thoroughly recommended; £595; terms, exchanges, h.p. F. Edwards, 200, Great Portland London, W.1. Tel. Langham 0012. [C2003/1]

1953 (Oct.) Bentley standard saloon, large boot, 2 shades of grey with grey hide upholstery, one owner, mileage 8,000, new Fort Dunlop tyres and Lifeguard tubes just fitted, the whole car in new condition; £3,675.—Castle's, Church Gate, Leicester Tel. 10986. [C1086]

XXX—1938 Bentley 4½-litre superb semi-racer 4-door sports saloon body with rear boot by Mulliner, luxuriously equipped, 2 spare wheels in metal covers, twin horns, discs, etc., finished black cellulose with chromium mouldings and upholstered in gunmetal grey leather, absolutely immaculate appearance, delectable performance; thoroughly recommended; £855; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003/1]

BENTLEY (PRE 1931)
PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars". [C3041/R]

1929 4½-litre Vanden Plas tourer, in absolutely original condition, £250 spent 12 months ago; offers over £300.—The Monk's Croft, Coventry or Tel. Coventry 5329 before 8 p.m. [1525]

Bentley Cars Wanted
C THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Ford Rd., N.W.1. Euston 1212. [10958/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bentley.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1, Mayfair 5242. [C3030]

H A. SAUNDERS, Ltd., Golders Green, require—Bentley cars, all models, for cash.—Austin House, 140/142, Golders Green, N.W.11. Golders Green 1115. [W4004]

WANTED, 3½ or 4½ Bentley or Rolls-Royce touring car or 2-seater.—Box 3675. [1015]

BENTLEY, 1949/50 Mk. VI saloons wanted.—Arnold B. G. Wilson, Ltd., Regent St., Leeds, 2. Tel. Leeds 54681. [8992]

Bentley Cars Wanted

1949 50 Mark VI low mileage standard steel saloon, good Bentley, £200, Great Portland St., London, W.1. Tel. Langham 0012. [W1012]

XXX H. F. Edwards offer immediate cash for good Bentleys.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentley. Tel. Weybridge 233. [0580/R]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange any pre-war or post-war Bentley.—71, Broad St., Midland 2437. [0357/R]

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4245. [W2064]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3502. [0062/R]

Bentley Spares and Service

JACK OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington, Park 5077. [0593/R]

SERVICE in reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. [C3030]

L ARGET official repairs Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, E.3. Or Chelsea Embankment, near Battersea Bridge, Flaxman 2223. [S1082/R]

CHARLES FOLLETT, Ltd., officially appointed re pairs and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0593/R]

A Bentleys; full repair service at most favourable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3562. [0490/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

P RIDE & CLARK, Ltd., Bond Minicar buyers and accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [W3068/R]

Bond Minicar Spares and Service
RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older cars.

RAYMOND WAY OF KILBURN. [0827/R]

BRISTOL

L. F. WARD, Ltd.
1954 Bristol 403, 7,000 miles; 1950, 401; these cars have been through our workshops and are 100%.

F. WARD, Ltd., Grange Rd. Garage, Grange Rd., L Thornton Heath, Tel. 3347. [C4043]

B. J. HUNTER, Ltd., offer:—
1949 Bristol 400 saloon, immaculate condition; opportunity to acquire a quality car at attractive price of £895.

B. J. HUNTER, Ltd., 23, Cricklewood Broadway, B N.W.2. Tel. Gladstone 6303. [C2040]

A TOMOBILIA, Ltd., offer:—
1948 (July) Bristol type 400 sports saloon, blue, beige leather, radio, heater, demister, excellent condition, cost £2,800, sacrifice; £875.—Automobilia, Ltd., Pippbrook Garage, Dorking 4436. [C1069]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 1618. [0618/R]

1953 Bristol 403, under 6,000 miles, £2,300; also 400 saloon.—See Northern Car Bargains on page 125. [C2076]

1949 and 1948 Bristol type 400 saloons; price and full details on application.—A.F.N., Ltd., 400, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015]

1950 Bristol 401 saloon, leather grey, two owners, moderate mileage; bargain, £1,165.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011]

1949 (Nov.) Bristol 401, grey, fitted radio and loose covers, specimen condition, mechanically perfect; £1,300.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

ROSE & YOUNG, Ltd., offer: 1954 Bristol 404 saloon, 1,000 miles, one owner.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute from Streatham Hill Station) Tulsa Hill 6464. [C3057]

1949 Bristol, 400 black, beige, radio, heater, new tyres, 1,000 miles since complete overhaul by distributors, in superb order throughout, taxed; £895; terms and exchanges.—Ross Motors, Ltd., Regent St., Hincley 558. Tel. Hincley 558. [C4027]

1950 Bristol 401 saloon, opalescent red, chromium plated wheels, radio, heater, taxed, considered one of the nicest yet seen; £1,295.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011]

ANTHONY CROOK, leading Bristol distributor since its origin, offers largest selection of new and used Bristols; see our representative at Earls Court (Bristol stand), or Tel. Caterham 2232 for list; used models include 404 (choice of 2), 403 (choice of 3), low-mileage 401s and reconditioned 403s at.

ANTHONY CROOK, Caterham Hill, Surrey. Caterham 2232. [C1063]

ANTHONY CROOK, High St., Esher, Surrey. Esher 4580. [C1063]

BRISTOL—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available at any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Crumkank Motors, The "Bristol" Centre of Bristol, Tel. 25280. [0474/R]

Bristol Cars Wanted
BARTLETT will pay more for good Bristols.—27, Pembroke Villas, W.11. Bay. 0523. [W1013]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bristol Cars Wanted

B. J. HUNTER, Ltd., offer:—
FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6903.
cash offered privately for Bristol 401 not anterior to 1952—Box 8622. [W3040] [1329]

BRISTOL 400 or 401 required, good price paid.—Ross Motors, Regent St., Hincley, Leics. Tel. 558-9. [1958]

KDM & CHERRINGTON, Ltd., will buy good second-hand Bristols.—9, Albemarle St., W.1. Gros. 5551. [W2054/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bristol—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

BRITISH SALMON

BRITISH SALMON 12hp 4-seater sports 1935, twin overhead camshafts, cream with black hood, side screens, superb condition throughout; £210 o.n.o.—Rink Uxbridge 3683. [1496]

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R]

BUGATTI

1939 2-seater coupe, 14,000 miles; £1,500.—J. Lemon Burton, Lonsdale Rd., N.W.6. [0870/R] Vale 1331.

Bugatti Spares and Service

J. LEMON BURTON, Bugatti's service, Lonsdale Rd., Kilburn, N.W.6. Madeira Vale 1331. [0071/R]

BUICK

METCALFE & MUNDY, Ltd.

1953 Buick 4-door saloon, V.8 engine, fitted with every conceivable extra, one owner, 12,000 miles.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

1950 Buick Dynaflow 4-door Riviera sedan, radio, heater, 5 new white walls, a beautiful motor car; £1,175.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006]

1947 Buick convertible, l.h.d., superb condition; £675.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Tel. Molesley 6199. [C3037]

CASS'S MOTOR MART—1937 Buick Fulham limousine, black, radio, heater, genuine 41,000 miles, one private owner. W.1. Euston 4110. [C4028]

RHD 1951 Riviera 4-door saloon, specimen car, radio and heater, black, low mileage.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

1947 Buick Convertible, all electric, superb condition; £675.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Surrey. Tel. Molesley 6199. [C3037/R]

1947 series Buick Roadmaster l.h.d. 6-seater convertible, in pale blue, a dream to drive, a joy to behold; £750 or £250 down.

£75—1955 Buick 30hp 4-door saloon, very clean and a bargain.—Gray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024]

BUICK Viceroy, 1939, black, radio, genuine mileage from new only 27,000; this car is in original condition in every way and is as new; must be finest condition pre-war Buick in country; £385.—Atkinson, Lee 1647. [1618]

1938 Buick Special 31hp saloon, wonderful condition, original cloth interior, covered since new, very sound in every way, tyres cellulose, etc.; £200.—Webb, 75 Aldersbrook Rd., Wanstead, E.12. Tel. Wanstead 1946. [1404]

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Buicks; 91-95, Fulham Rd., S.W.3. Kensington 4858.

7 PASSENGER, 1938, good condition partitioned 7 Limousine required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair. 2941. [W1006]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [S1041/R]

CADILLAC

TAYLOR & CRAWLEY offer:—
1952 (late) Cadillac 62 Golden Anniversary coupe, 1900hp engine, superb luxury car, very low mileage.

1952 Cadillac 75 limousine 7-seater, chauffeur kept, 10,000 miles, superb luxury car, enormous interior accommodation; £3,450.

42—South Audley St. (entrance Adams Row), W.1. Grosvenor 6681. [C4036]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

1951 Cadillac 4-door saloon, radio and heater, Hydramatic, one owner.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

CADILLAC Fleetwood sedan 1947, hydromatic gear, chauffeur maintained, excellent condition, any trial, 30,000 miles, one owner; best offer over £1,050.—Tel. Green, Gerrard 9234. [1454]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Cadillacs; 91-95, Fulham Rd., S.W.3. Kensington 4858.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R]

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R]

CHEVROLET

METCALFE & MUNDY, Ltd.

1951 Chevrolet 4-door de luxe sedan, 23,000 miles, fitted radio, heater and tartan covers, in spotless condition throughout.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

1947 Chevrolet 4-door, r.h.d. Fleetmaster saloon de luxe; £585.

MANY others in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3598. [C1027]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

1947 Fleetmaster, superb appearance, r.h.d., radio, leather upholstery, new tyres; £545.—Value Cars, Prospect 7520. [C4068]

CHEVROLET Fleetmaster 1947 l.h.d. black 4-door saloon, 48,000 miles; £395; terms; exchanges;—Automotive, Hampstead 3430. [1566]

1954 Chevrolet Bel Air 4-door saloon, very low mileage, all extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858.

RIGHT-HAND drive 1946, December, Chevrolet 4-door sedan, in outstaring, recent engine overhaul; interior absolutely immaculate, and mechanically faultless; bargain; £585.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006]

CHEVROLET Master 85, luxurious 6 seater in black with lawn interior, steering column gear change, almost new tyres and battery, recent engine overhaul; £195.—Hillwood Motors, Mill Hill (London) 4232. [1455]

£1395 1953 (Nov.) Chevrolet Bel Air 4-door l.h.d. saloon, grey and blue, fitted radio, heater, whitewall tyres, small mileage, taxed year, immaculate car, cash or h.p.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 6. Tel. 1924 Cheetham Hill. [1444]

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3598. [W1027/R]

Chevrolet Spares and Service

CHEVROLET—Spare parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors Ltd., 501, Norwich Rd., Ipswich. Tel. Grundisburgh 300. [0901/R]

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties; British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3598. [S1027/R]

CHRYSLER

1948 Chrysler Windsor, privately owned, radio, heater built-in demisters, fluid drive, flashing indicators, chrome rims; £650.—123, Great Colmore St., Edgbaston, Birmingham. Tel. Midland 3721.

£275!!! Chrysler Royal 27hp 6-seater saloon de luxe 1940, very modern looking car with streamlined body and swept tail like post war series, steering column gear change, all leather upholstery, large type chromed fenders with overriders, ideal car for fast touring or would suit hire operator.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue open till 8p.m. [C1035]

IMOUSINE, 1936/34hp, partitioned, Imperial, forward occasional, black, opportunity. £290.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair. 2941. [C1006]

Chrysler Cars Wanted

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

7-SEATER, 1938/39, good condition 24/28hp. Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair. 2941. [W1006]

Chrysler Spares and Service

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belize Rd., N.W.6. Mal. 5555-2155. [0405/R]

CITROEN

GATEHOUSE offer:—
1948 Citroen, fitted with radio and heater, first-class condition. £465.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vlc. 2211. [0756/R]

ELITE MOTORS offer:—
1939 Citroen Light 15 saloon, black/red leather material, exceptional condition for its age, looks and runs like post-war car; £295.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

H. BEAR & Co., Ltd., offer:—
1953 Citroen Light 15 saloon, in maroon with red leather upholstery, fitted radio, property of one owner since new; £695.

1950 Citroen Light 15 saloon de luxe, finished in black with red upholstery, in very nice condition throughout. £412.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081]

£765 1953 (Sept.) Citroen 15 saloon, radio, etc., as new, in stockwork. Ltd., Southgate St., Winchester. Tel. 4365. [C1010]

CITROEN

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1952 Citroen Big-6 saloon, finished maroon, beige leather, fitted radio, heater, spotlamps, windscreen washer and many extras, immaculate condition throughout; £595. [C1001]

1953 (June) Citroen 6, black, red leather, 13,000 miles, one owner, unusually well kept; £550. Also:— [C1001]

1953 Citroen Big 15 saloon, black, brown leather, one owner, first-class condition throughout; payments, deferred terms.—John S. Truscott, 173, Westbourne Grove, W.11. Bay. 4274. [C4035]

375 gns.—Citroen Light 15 1948 saloon, grey, sliding head, red leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Citroen Light 15 1938 roadster coupe, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1950 Citroen Light 15 saloon, guaranteed; £435; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

£333!!! Citroen Roadster coupe, this vehicle having post-war looks and performance represents outstanding value at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

CITROEN distributors for sales, service and spare demonstrations can be arranged for all models.—Ring Speedwell 9761.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R]

PASCALLS OF GUILDFORD—Distributors of Citroen cars for over 20 years, full range of spare demonstrations arranged on all models.—Merriv Service Station, Epsom Rd., Guildford. Tel. 61314 and 2274. [1364]

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R]

RAILLY good Citroen wanted.—Cobb, 30, Harley House, London, N.W.1. [W1086]

CITROEN—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035]

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R]

SHRIMPSON'S MOTORS, Ltd., Distributors, W.A. Showrooms: 242-4, Brompton Rd., S.W.3. Ken. 9464. [0727/R]

SPARES and Service: 137-143, High Rd., Chislewick, W.4. Chis. 6159 and 47 Montrose Place, Halkin St., S.W.1. Sloane 5490. [1319]

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains, 48-hr. service. [1934]

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning; Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R]

BOWEN ROAD GARAGE & ENGINEERING Co., Ltd., Bowen Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hrs; all spares stocked. [0585/R]

DAIMLER

DENHAM'S for Daimler.

ALWAYS a selection of good used cars available.

DENHAM'S GARAGE (ESHER), Ltd., Tel. 3560 Esher, Surrey. [0708/R]

BOON & PORTER, Ltd.

1939 2½-litre Daimler saloon, in black, £365 reconditioned by our works in 1951, has just been decarbonised; £345.—Castelnau, S.W.13 (by Hammer-smith Bridge). Riverside 4444. [C1022]

BROOKLANDS: Daimler stocking agents.

1954 Daimler Conquest stock head coupe, radio, 4,000 miles.

BUY or sell with confidence, cars purchased for cash. New Bond St., London, W.1. Mayfair 8351-6. [C1029]

103 STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 2½-litre Century saloon May, 1954, grey, red leather, 4,000 miles; £1,475.

DAIMLER 2½-litre Conquest saloon 1954, black, red leather, 5,000 miles; £1,350.

DAIMLER 2½-litre Conquest saloon July, 1953, black, brown leather, 8,000 miles; £1,175.

DAIMLER 2½-litre Conquest saloon April, 1953, black, brown leather, 9,000 miles; £1,250.

DAIMLER 2½-litre Conquest saloon June, 1951, black, brown leather; £950.

DAIMLER 2½-litre saloon March, 1948, black, brown leather; £725.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022]

DENHAM'S GARAGE (ESHER), Ltd., offer:—

1954 (July) Daimler Conquest Century saloon, as new throughout; £1,550.—Portsmouth Rd., Esher, Surrey. Tel. Esher 3566.

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5956. [C2010]

DAIMLER Century, March, 1954, very low mileage, unmarked, genuine private; £1,455.—Biddford on Avon 110 (Warwickshire). [1465]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER
CASS'S MOTOR MART—1951 Daimler Consort
saloon, blue, blue hide, genuine 15,700 miles; £250;
written guarantee.—S. Warren St., W.1 Euston 4110.
[C1040]

DAIMLER Straight 8 7-seater limousine by Hooper,
face-forward occasional, new tyres, immaculate
inside and out; bargain; £245.—Western 5315, London.
[S685]

1951 Daimler Consort, in magnificent condition
throughout, with special equipment, radio,
one owner; £295.—Harry Martin, 23, Devonshire Place
Mews, W.1.
[1274]

V.41 4-litre limousine, swept tail with boot, wide
2 face-forwards, leather, discs, black, nice condition,
£350.—Titmuss, 81, Clapham Rd., S.W.2.
[1936]

ASK Ralph Clews about your Daimler exchange for
a new or used model; write or phone the long
established Daimler agents—Coventry Motor Mart,
Ltd., Coventry 2146-7.
[0444]

£1145 1951 late 1953 Daimler Conquest saloon, has
had no appreciable use whatsoever and is
entirely unblemished, original tyres, spares as yet
unused, tools unwrapped.
[0444]

£795 1951 Daimler Consort saloon 1951, formerly
owned by wealthy professional gentleman,
immaculate coachwork in black with tan leather
interior, heater and wireless built in, genuine low mileage
specimen.
[0444]

CAMDEN MOTORS, Leighton Buzzard 2041, write for
catalogue, open till 8 p.m.
[C1035]

DAIMLER 20hp 1956 Mulliner touring saloon, taxed
Dec. 31, fully insured May, 1955; any reasonable
offer accepted.—Davis, 333, Uxbridge Rd., Rickmans-
worth, Herts. Tel. 2598.
[1395]

DAIMLER 2½-litre saloon, immaculate throughout,
1932 model, £325, terms, exchanges.—Norman
Autos, 344-354, London Rd., West Croydon, Thornton
Heath 4657.
[1544]

JOCK ROSE, Ltd., offer 1954 December, '55 Daimler
Conquest, as brand new, one owner, 9,000 miles;
accept £1,195.—Stafford Rd., Wallington, Surrey, Wal-
lington 6677.
[C5056]

DAIMLER 1939 20hp, fitted with new P4C engine,
new tyres, ideal taxi or hire car; £500.—Peter-
borough Engineering Co., 165, Cromwell Rd., Peter-
borough, Tel. 5503.
[1379]

1954 (March) Daimler Conquest, black, red leather
interior, radio, heater, window-wash, exceptionally
low mileage, one owner, taxed year, spare
unused, £1,400 or offers considered; car in part
exchange welcomed.
[C2068]

JOHN WILSON AUTOS, Ltd., Sanderstead 4260, South
Croydon, Sanderstead 4260.
[C3085]

745 1949 Daimler 2½-litre drop head
coupe, heater, good tyres, very carefully used;
terms, exchanges, list. Open 9-7 week-days and Satur-
days.—Rowland Smith, Hampstead (Hampstead Tube),
Hampstead 6041.
[C4018]

1938 Daimler 15 saloon, this car is offered as an
outstanding specimen, truly immaculate original
condition, every detail, probably the finest car
of its type in the country, low mileage; £295; guaran-
teed.—Kirkdale Cars, Cobbs Corner, Fydenham, S.E.26,
Sydenham 6129.
[C2068]

A&S LIMOUSINE, 1939 E.L.24, partition, for-
ward occasional, black, privately chauff-
eured, exceptional throughout, immaculate, £355.
[C2068]

LIMOUSINE, 1940 27hp, windowover, partition, widest
occasional, privately owned, black, exceptional
order, opportunity, £1,575. Alpe & Saunders Ltd., Pro-
vidence Court, North Audley Street, Mayfair-29.
[C1006]

Daimler Cars Wanted
[C1006]

CHAIN OF EALING
[C1006]

REQUIRE used 2½-litre Daimlers.—Perivale 4404.
[W1045]

WANTED, Daimler Conquest Century, small mileage,
price and particulars to Box 8721.
[1592]

KIRKWOOD CARS buy most types of Daimler.—72
Streatham Hill, S.W.2, Tulse Hill 1288.
[W2057]

ROWLAND SMITH'S the Car Buyers.—Highest cash
prices for Daimler.—Hampstead (Tube), N.W.3, Ham.
6041.
[W4018/R]

2½-LITRE saloon, 1948 to 1950, not Conquest—Wal-
den, Surbiton Hill Rd., Surbiton, Elmbridge
1873.
[W4070]

XXX H. F. Edwards offer immediate cash for
good Daimlers.—28-30, Upper High St.,
Epsom, Surrey, Tel. Epsom 9400.
[1592]

MODERN 27hp 36hp Hooper, 7-seater Limousine
required, Details please, Alpe & Saunders Ltd., 2
Providence Court, North Audley Street, Mayfair-29.
[W1006]

DAIMLER Consorts and Conquests urgently required
in part exchange against new Conquest or Century
models.—Coventry & Jeffs, Ltd., Daimler Distributors,
Bristol 20091.
[0667/R]

Daimler Spares and Service
[C1006]

KINGSTON-ON-THAMES, Daimler agents and
specialists.
[C1006]

G. W. WILKIN, Ltd., 1, Weston Park, and 84 Eden
St., Kin 2241-2.
[S4053/R]

DAIMLER and Lanchester specialists.—Debnam
Motors, 17, Atherton Mews, S.W.7, Western 4541.
[C1006]

CROYDON,—Donald Vince & Co., Ltd., Daimler and
Lanchester specialists, for sales and service.—Kid-
derminster Rd., Croydon 5775.
[0668]

ARCOT ENGINEERING, Ltd.—Complete overhauls
and engineering services, Daimler cars, pre-selector
gear box, exchanges and 48-hour repairs.—169, Fulham
Rd., Chelsea S.W.3, Ken. 301.
[0236/R]

ALLEN'S, Victoria Rise, Clapham, S.W.4, Daimler
and Lanchester appointed agents and specialists
for spares, repairs etc.—Tel. Maccalvey 6252-4 and
4199.
[0460]

DAIMLER and Lanchester repairs, spares, gear boxes
and a speciality, reasonable charges.—A. Titmuss
& Co. (formerly with Daimler Co.), 81, Clapham Rd.,
S.W.9, Reliance 1647.
[0666/R]

DELAGE
1939 Delage D.6.7 drop head coupe, guaranteed;
£335, payments—Oldfield, 386, Kensington
High St., W.14, W.5. 6531.
[C5029]

£335 1951-1958 D.6.7 Delage sports saloon, special
show model by Fernandez et Darrin in black
with fawn waistline, fitted heater, taxed year, Cotal
electric gear box, new tyres, excellent mechanical order.
[C5029]

BRIAN FINGLASS, Bugatti and Alfa-Romeo, 2, Pem-
bridge Mews, W.11, Bayswater 3951, After 6.
Livingstone 7777.
[C2009]

DELAGE
DELAGE 3-litre 4-door saloon (1951 show model),
body by Autobianco, grey/blue upholstery, 35,000
miles, Cotal electric gear box, immaculate condition;
£950.—H. A. Saunders, Ltd., 326-330, Euston Rd.,
N.W.1, Euston 4511.
[C4040]

Delage Cars Wanted
REQUIRED, really good Delage.—Edwards, Amenbury
Lane, Harpenden, Herts. Harpenden 118.
[W2000]

DELAYE
MODEL 175 Delahaye, fitted with the most
immaculate 1951 Delahaye 175 body over designed
by Saoutchik, has won every concours it has entered,
cost over £6,000, 3,000 miles odd; price £2,375.—
Taylor & Crawley, 42a, South Audley St. (entrance
Adams Row), Mayfair, W.1, Gro. 6891.
[C4036]

1950 Delahaye 135M 2-door sports saloon by Dubos,
Cotal gear box, complete overhaul just com-
pleted at cost of £350, a magnificent motor car in
faultless condition, radio, luggage rack, etc.; £250.—
D. Margulies, 59K, Neherhall Gardens, N.W.3, Hamp-
stead 5732.
[1391]

D.K.W.
D.K.W. 1938 fixed head saloon, in very nice order
indeed, reupholstered inside, wheels, wings and
bonnet respayed.—Below.
[C4036]

1939 all-metal drop head coupe, recent major
engine and gear box overhaul including re-
work of wheel, all mechanicals in fine order.—Below.
[C4036]

Clients own spares fitted; overhauls and repairs
our speciality; good allowance for D.K.W. cars
against new Ford cars.—M. & M. Garages, Ltd., 42a,
St. Michael's St., Paddington, W.2, Paddington 6877.
[0016/R]

1937 D.K.W. saloon, 45 m.p.g., excellent condition;
£150, exchange or deferred sale considered.
—H. B. Halstead & Sons, West Lancs Sidings, Fisher-
gate Hill, Preston, Tel. 2820.
[1310]

D.K.W. Spares and Service
NEW big ends and mains fitted to D.K.W. crank-
shaft.
[C4036]

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham
Junction, Bat. 0871.
[0006/R]

MAIN importers of genuine spares for all pre-war
D.K.W. cars, service and maintenance.—Schenk
Motor Engineering, 465, Stretford Rd., Manchester 16,
Tra. 0323.
[3621]

FERRARI
1952 (Earls Court show model) Ferrari 4.1-litre
saloon (the only one in this country), ex-
David Brown body, coach-built by Ghia, silver blue
top, dark blue below waistline, 10,000 miles since new,
mechanically perfect, reputed to be the fastest saloon
car on the road.—H. A. Saunders Ltd., 326-330, Euston
Rd., N.W.1, Euston 4511.
[C4040]

FIAT
CASS'S MOTOR MART—1952 Fiat 1400 saloon, radio
and heater, 1 h.p., £695; written guarantee.—
Warren St., W.1, Euston 4110.
[C1040]

MAYFAIR GARAGES, Ltd., always carry an exten-
sive stock of used Fiat cars, and aim to give
the best possible value consistent with age, condition
and price.—Below.
[C4040]

MAYFAIR GARAGES, Ltd.—Fiat 1950 500c ohv,
genuine Italian "Belvedere" station wagon (cur-
rent type), bronze, one titled owner only, extremely
smart and rare car with outstanding road performance;
3 months' guarantee; £495.—Below.
[C4040]

MAYFAIR GARAGES, Ltd.—Fiat 500c (current type
reg. 1954) de luxe convertible coupe, new Tygans,
extremely smart car with outstanding road perform-
ance, over 50mpg; 3 months' guarantee; choice of 4
from £415, immediate delivery.—Below.
[C4040]

MAYFAIR GARAGES, Ltd.—Fiat 500 1939 3-door
station wagon, finished in post office red, nil
mileage since reconditioned engine fitted by us, ex-
tremely smart car with outstanding road performance;
3 months' guarantee; £295.—Below.
[C4040]

MAYFAIR GARAGES, Ltd.—Fiat 500 1939 2nd series
de luxe full 4-seater convertible saloon, beige,
leather upholstery, excellent performance for 4 years
with over 50mpg; 3 months' guarantee; £250 (choice
of 3).—Below.
[C4040]

MAYFAIR GARAGES, Ltd.—Fiat 1500 1937 model
4-door pillarless saloon, red and chrome,
with red leather, very smart car, in excellent con-
dition throughout; 3 months' guarantee; £225.—Below.
[C4040]

MAYFAIR GARAGES, Ltd.—Fiat 500 2nd series 1939
hardtop de luxe coupe, black, leather upholstery,
good condition; £195.—Below.
[C4040]

MAYFAIR GARAGES, Ltd., can now accept orders
for the current models at £581; delivery 2
months.—Below.
[C4040]

MAYFAIR GARAGES, Ltd., can take any make of
cars in part exchange for a Fiat at competitive
prices with H.P. 1s or 1½ deposit, balance 12, 18 or
24 months.—Below.
[C4040]

MAYFAIR GARAGES, Ltd.—To our many provincial
customers, our reconditioned exchange/assembly
service enables us to have the same after-sales service
as that enjoyed by customers in the London area.—
Below.
[C4040]

MAYFAIR GARAGES, Ltd.—Illustrated literature,
price list and copy of Autocar Road Test: report on
request.—Below.
[C4040]

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service),
Balderton St., W.1, Mayfair 3104-5. Open 9-6.
Sats. 9-1.
[C3009]

1947 Fiat 500, blue, pe-fect condition, heater and
many extras, £235, H.P. and exchange.
—Central Newbury Car Auctions, Ltd., Newbury, Berks.
Newbury 2058.
[1424]

C. V. RUSHMER, The Fiat Specialist, offers 500c
coupe, as new, £495, see and try the new 1100,
78mph, 45 mpg, £320, 59, Holland Park, W.11, Park
5751.
[C3061]

125 1951 Fiat 500 1937 convertible coupe, grey, red
leather, very good condition; terms, exchanges,
list: open 9-7 week-days and Saturdays.—Rowland
Smith, Hampstead (Hampstead Tube), Hampstead
6041.
[C4018]

£250—Fiat 12 pillarless saloon 1939, first class
condition, bodywork immaculate, economical,
reliable, excellent all-round performance, duo-blue
finish.—28, Lewis Rd., Kettering, Tel. 4266, after
5 p.m.
[1320]

£265 1951 Fiat 1100 4-door Pillarless saloon de luxe,
1939, one of the smartest late pre-war Conti-
nental cars on the 'old right-hand drive model with
the very attractive lines and outstanding road per-
formance, exceptionally good on petrol.
[C4018]

CAMDEN MOTORS, Leighton Buzzard 2041, write for
catalogue. Open till 8 p.m.
[C1035]

Flat Cars Wanted
ROWLAND SMITH'S the Car Buyers.—Highest cash
prices for Fiat.—Hampstead (Tube), N.W.3, Ham.
6041.
[W4018/R]

MAYFAIR GARAGES, Ltd.—Top cash prices for
Fiat.—Balderton St., W.1, Mayfair 3104, (0695/R)
[W4018/R]

REQUIRED, really good post-war Fiat.—Edwards,
Amenbury Lane, Harpenden, Herts. Harpenden
118.
[W2000]

Fiat Spares and Service
FIAT 500 trouble? Try B.D.J. (England), Ltd., 65,
Lowlands Rd., Harrow, Byron 6028.
[0325/R]

MAYFAIR GARAGES, Ltd., comprehensive Fiat
service, Balderton St., W.1, Mayfair 3104-5.
[0632/R]

S & S MOTORS—Fiat 500c spare stockists, replace-
ment parts, new and used, reconditioned bench-
tested engines, starter motors, dynamos, radiator;
springs in exchange.—Derrington, 159, London Rd.,
Kingston 5621-2.
[S1071]

FIAT (ENGLAND), Ltd., Water Rd., Wembley sole
licensees for the United Kingdom, are only source
of genuine Fiat spares and service.—Tel. Perivale 5651.
[0909/R]

FIAT 500, 1100 and 1500, full range spares, replace-
ment parts, new and used, reconditioned bench-
tested engines, starter motors, dynamos, radiator;
springs in exchange.—Derrington, 159, London Rd.,
Kingston 5621-2.
[S1071]

FORD ANGLIA
CAR MART, LTD.
1953 Ford Anglia saloon; £410.—Car Mart, Ltd.,
382, Streatham High Rd., S.W.16, Streatham
0054.
[C1039]

PERRY'S OF HARROW.
HAVE an excellent selection of post-war bhp saloons
available.
[C1039]

W. HAROLD PERRY, Ltd., High Rd., Harrow
Weald, Middx. (Opp. Bus Depot).
[0099/R]

A. F. NORRINGTON offers 3 Anglias.
5200 miles only! 1953 Anglia, black, heater, in-
distinguishable from new; £410 or £100
down.
[C1039]

1953 Anglia, black, one owner, immaculate; £395
or £95 down.
[C1039]

1949 Anglia, one owner, green, excellent condition;
£325 or £80 down; exchanges.
[C1039]

A. F. NORRINGTON, 55/51, Hanger Lane, Ealing,
Perivale 0530.
[1590]

AUTO SALES (LONDON), Ltd., offer:—
1954 Ford Anglia, several extras, including addi-
tional plating, grey, red interior; £599.—Auto
Sales (London), Ltd., Belsize Rd., N.W.6, Maida Vale
5555.
[S996]

DAGENHAM MOTORS, Ltd., Ford main dealers.
1954 Ford Anglia, black/red, 6,000 miles; £575.
[C1039]

1953 Ford Anglia, black/red, 12,000 miles; £405.
[C1039]

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing
Rd., Alperton, Middx. (Perivale 3398); and
5, 8 and 12, Sangley Rd., Catford, S.E.6 (Hyde
Park 4821).
[C1036]

1954 Anglia, blue, 3,800 mls., extras, plated, im-
maculate; £585.—Box 8712.
[1537]

1954 Ford Anglia saloon (new model), black,
taxed, works mileage, £625.—Hale Motors,
Ltd., Tot. 7771-4.
[C2077]

1954 Ford Anglia export model; £585.—L. F. Dove,
12, Ldg. Mills, 111-115, Addiscombe Rd., Croydon,
Addiscombe 2066.
[C1076]

1953 Anglia, black, 8,000 miles, showroom con-
dition, taxed and insured; £400.—Fairfax
(Kent) 150.
[1497]

1953 (July) 10hp export model, light blue,
15,000m., extras, beautiful condition; £410.
[1499]

1952 (July) Ford Anglia, black, heater, loose
covers; £365.—Sanderson, 62, The Ride,
Brentford, Eal. 5887.
[1516]

1950 Ford Anglia, black; £330.—Smith & Hunter,
376, Kensington High St., W.14, Western
2312.
[C4019]

1953 Anglia, one owner, fawn, red; £395; written
guarantee; h.p., exchanges; trade enquiries
welcomed.
[C4019]

HAROLD SIMONS, Ltd., Ford Agents, 397/401, High
Rd., East Finchley, N.2, Finchley 0052-3-4, any
or time.
[C4019]

1953 Ford Anglia saloon, black, mileage 8,000, as
new; £395.—Dixons Garage, 134, West Hill,
Putney, S.W.15, Putney 0396.
[C1075]

WALTER SCOTT, Ltd., offer 1954 Anglia, black,
negligible mileage, unmarked; £275.—39, College
Crescent, Hampstead, N.W.3. (Swiss Cottage Tube),
Primrose 5914.
[C4006]

1953 Ford Anglia, 8,000 miles, excellent condition
throughout, regularly serviced, extra taxed
year; £420.—Sharnam, Jnr., Windyridge, Harlow Coun-
ty, Essex, Potters Street 62.
[1482]

1949 Ford Anglia, fitted recon. engine, positively
immaculate; £310, or £30 deposit, terms.—
Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26,
Sydenham 6129.
[C2068]

365 gms.—Ford Anglia 1951 saloon, pastel green,
fawn upholstery, excellent condition; terms,
exchanges, list: open 9-7 week-days and Saturdays.
—Rowland Smith, Hampstead (Hampstead Tube), Hamp-
stead 6041.
[C4018]

PRIDE & CLARKE, Ltd.—1954 Ford Anglia saloons,
black/red (5,000 miles, luggage rack), beige/red
(1,500 miles, radio), black/red (5,000 miles), choice
3 from £269; 1953, choice several colours and spec-
ifications from £289; 1952, green/brown, £269; 1949
black/brown, £279; 3 months' guarantee, terms, ex-
changes, lists.—Stockwell Rd., S.W.9, Brixton 6251.
[C3068]

Ford Eight Cars Wanted
ROWLAND SMITH'S the Car Buyers.—Highest cash
prices for Ford 8.—Hampstead (Tube), N.W.3,
Ham. 6041.
[W4018/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD POPULAR

S'LOOMBES, Ltd.
FORD Popular, 1954, fine order: £415; part exchange, terms, guarantee.—38-52, Dudden Hill Lane (nr. Dollis Hill Underground). Willenden 4869. [C4017]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Popular, grey, 4,000 miles: £405.

56 Park Lane, W.1 (Hyde Park 4866): 374, Ealing Rd., Alport, Middx. (Perivale 3388); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1954 Ford Popular, finished black, red upholstery, traffic blinkers, £395. [C1001]

FORD Popular (April, 1954), Bristol fawn, 3,000 miles, taxed: £395—Worthing 6125. [1471A]

1954 Ford Popular, black licensed to 31st December; only driven from works: £420.—Box 9689. [1458]

1954 Ford Popular, 1,425 miles only, one owner: £410.—Cogger & Hawkins, Ltd., Walton St., Aylesbury, Tel. 700. [19567]

(October) Ford Popular, one owner, black, red, chrome bumpers: £390.—Dobsons, Ltd., Staines 801. [C1074]

1954 Ford Popular, one owner, 4,000 miles, fitted extras: £395.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

FORD Popular 1954, grey, blue interior, 7,000; price £375.—Starva, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600, ext. 230. [1370]

1954 Ford Popular, under 4,000 miles: £415 or Arragon Rd., Twickenham. Popesgrove 1980. [1413]

1954 Ford Popular, blue/blue, many extras, low mileage; 6 months' guarantee: £420.—Naylor & Root, Ltd., Wandsworth, S.W.18. Seven minutes Clapham Junction. Batt. 2252. [C3022]

PRIDE & CLARKE, Ltd.—1953-4 Ford Popular saloons, all low mileage; choice several colours and specifications from £369; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.3. Brixton 6251. [C3068]

FORD PERFECT

CAR MART, LTD.

1953 Ford Perfect saloon: £535.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1059]

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow (near Middlesex (opp. Bus Depot)). [0100/R]

ALAN TAYLOR MOTORS, Ltd., offer:—

1949 to 1950 Ford Perfects.

SEVERAL available from £355.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [19882]

1953 Ford Perfect saloon, 13,000 miles: £455.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Bus. 4466. [C3023]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Perfect, fawn, 18,000 miles: £475.

56 Park Lane, W.1 (Hyde Park 4866): 374, Ealing Rd., Alport, Middx. (Perivale 3388); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (July) Ford 10 Perfect, black/red hide, one owner, 630 miles, positively unblemished: £600. [C1061]

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (Ten Lines). [C4094]

1954 Perfect, 150 m.s.; £660 or near offer: Box 8713. [1538]

1954 (Oct.) Ford Perfect, black, fitted heater, 300 m.s.: £660.

1953 (May) Ford Perfect, green, leather, one owner, guaranteed 5,000 m.s., looks 500 m.s. as new: £695.—Gibsons Sports Car (Xchurh), Ltd., Lynhurst Rd., Christchurch, Hants. Tel. 1681. [1486]

£650.—1954 Ford Perfect saloon, 250 miles.—"Greenways," 81, Alresford Rd., Winchester Hants. [C1010]

1953 Ford Perfect saloon, leather upholstery, one owner, low mileage, perfect, three months' guarantee: £465.

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1953 Ford Perfect, heater, as new, choice of 2: £450.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4. [C3063]

1953 Ford Perfect, spotless: £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1954 Perfect, black, red leather, 99 miles only: £675.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

1954 Ford Perfect, works mileage.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557, 6970. [C3006]

1947 Ford Perfect 4-door saloon, black, bench-type front seat, reconditioned engine 4,000, taxed year, excellent condition: £340.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3004]

£345.—1949 Ford Perfect saloon, beautiful condition throughout, carefully used; choice 2 of 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1951 (July) Perfect, black, 4-door, leather new engine and tyres recently fitted, taxed: £420.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1673. [C4070]

JACK ROBE, Ltd., offer: 1950/51 (December) Ford Perfect, 23,000 miles, one owner, almost unmarked: £425.—Stafford Rd., Wallington, Surrey. Wallington 66718. [C3056]

FORD PERFECT

£395.—G. P. (Balham) Ltd., Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9.

1949 Ford Perfect, black, recent reconditioned engine, new battery, tyres, as new: £345.—Robin Hood Garage (Anerley), Ltd., 97, Croydon Rd., London, S.E.20. Sydenham 7066. [1552]

FORD Perfect, Dec. 1952, heater and many other extras, immaculate throughout: £450; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1550]

PRIDE & CLARKE, Ltd.—1953 Ford Perfect saloons, all low mileage, choice several colours and specifications, from £459; 1951 green/brown, beige/brown, choice 2 from £389; 1946 black/green, £279; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.3. Brixton 6251. [C3068]

Ford Perfect Cars Wanted

GARDNER & CO. (HENDON), will buy your Ford Perfect.—Hendon 3359 and 8460. [W2074]

PRIVATELY owned post-war Ford Perfect wanted, please write fullest particulars.—110, Battersea Rise, S.W.11. [C1096]

MARSTON MOTOR CO. offer, for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0179/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hamstead (Tube) N.W.3. Ham 6041. [W4018/R]

25 Ford 10hp cars wanted; why accept less for your Perfect saloon 1949 to 1952 when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [W2008]

FORD CONSUL

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Consul saloon, 7,600 miles: £635.

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [13042]

BRADSTOCK MOTORS offer:—

£785.—1954 (July) Ford Consul convertible, grey, leather, fitted heater, 4,000 miles only, immaculate.—Chase Rd., Epsom 5696-7. [C1090]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Consul, fawn, radio and heater, 10,000 miles: £675.

1953 Ford Consul, black, radio, heater, 7,000 miles: £620.

56 Park Lane, W.1 (Hyde Park 4866): 374, Ealing Rd., Alport, Middx. (Perivale 3388); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1954 Ford Consul, one owner, 4,000 miles, heater: £685.

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

1954 Consul convertible coupe, leather, heater, 300 miles: £795.

RIPCO, Ltd. (Consuls purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3062]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1953 Ford Consul saloon, finished opal, fawn leather, fitted heater, floodlamp, low mileage, one owner, immaculate condition throughout: £675. [C1001]

1953 (Sept.) Consul, beige, heater, red hide: £650.—Woodridge, High St., Crewe 2390. [C1085]

1953 Consul, blue, leather, radio, heater, one careful owner, guaranteed. £650.—Carter, Symonds, Wembley 6262. [C1037]

1953 Consul, heater, low mileage: £645; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397/401, High Rd., East Finchley, N.2. Finchley 0052-5-4, anytime. [C4065]

£599!!!—1953 Ford Consul saloon de luxe, 22,000 miles, spotlessly maintained, choice 2: 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2062]

1954 Ford Consul saloon, 27 miles only: £695.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. (adj. Leicester Square Tube Station.) Temple Bar 3586. [C1027]

1954 Ford Consul saloon, black, with red leather upholstery, mileage 5,300, spotless condition: £655.—Revs Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [C1018]

1954 Ford Consul, Dorchester grey, leather, heater, low mileage, a very immaculate car: £685.—Bells Service Garages, 144 London Rd., Kingston-on-Thames, Kingston 1106. [C1018]

1953 (Jan.) Consul saloon, fitted radio and heater, low mileage, one owner, guaranteed: £595; exchanges, terms.—Palmer, 3, Russell Gardens, Kennington, W.14. Park 9704-5968. [C3054]

WALTER SCOTT, Ltd. offer 1954 Consul, black, leather, heater, under 5,000 miles, unmarked: £675.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. [C4006]

1954 Ford Consul fawn, heater, hide, one owner. 1954 mileage guaranteed 3,800: £695.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. R. 0261. [19679]

695 gns.—Ford Consul 1954 saloon, r.h.d. export model, Winchester blue, blue leather, heavy-duty tyres, oil bath air cleaner, 4,300 miles, brand new condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C3018]

PRIDE & CLARKE, Ltd.—1954 Ford Consul saloons, green/brown (1,800 miles, heater); black/red (9,000 miles), heater, one owner, choice 2 from £689; 1953 black/red, grey/brown, all low mileage, heater, choice 4 from £599; 1952 black/beige, heater, £579; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.3. Brixton 6251. [C3068]

FORD CONSUL

FORD Consul convertible, first registered August, 1954, in ivory with green hood and wheels, leather upholstery, seat covers fitted, Servis exhaust unit, overdrive, screen washers, twin spotlights, radio, matching floor mats, heater, twin wing mirrors, under 4,000 miles: £875.

H. E. NUNN & Co., Ltd., Main Ford Dealers, 282, Bury New Rd., Manchester, 7. Tel. Broughton 2201. [1351]

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hamstead (Tube) N.W.3. Ham 6041. [W4018/R]

ALMOST new Consul required at once.—54, Streatham Hill, S.W.2. Tel. Hill 2676. [W3016]

25 Ford Consuls wanted; why accept less for your Consul saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [W2008]

FORD CUSTOMS

RIGHT-HAND drive 1950 Ford Customs, in outstanding condition, 4 new whitewalls: £895.

SCOTT CAR3, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006]

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1951 Zephyr, leather, heater, radio, twin spot lights, seat covers, underscared, and many other extras: £825.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

CAR MART, Ltd.

1954 Ford Zephyr saloon: £775.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. [C1039]

S'LOOMBES, Ltd.

FORD Zephyr, 1953, reconditioned engine: £725; part exchange, terms, guarantee.—38-52, Dudden Hill Lane (nr. Dollis Hill Underground). Willenden 4869. [C4017]

B. J. HUNTER, Ltd., offer:—

1953 Ford Zephyr saloon, all extras including radio, heater, etc.: £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1953 Ford Zephyrs, 2 available at £675 each.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [1598]

W. J. BROWN Ltd., established over 30 years.

1953 Ford Zephyr, Canterbury green, leather, heater, 7,000 miles: £695.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

FORD Zephyr saloon, 1953, black, red leather: £645.

STRATSTONE, 40 Berkeley St., W.1. Mayfair 4404. [C4002]

1953 Zephyr, leather, heater, one owner, excellent condition: £665.

NEW Zephyr convertible, heater-operated hood; list price.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [1211]

£695.—Ford Zephyr saloon, 1953, one owner only, fitted loose covers, heater and radio.

£750.—Ford Zephyr saloon, 1954 (August), black leather upholstery, very low mileage.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008]

1954 Zephyr convertible coupe, power hood, leather, heater, 5,000 miles guaranteed: £689.

RIPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3062]

1953 Zephyr, one owner, leather, heater: £695; written guarantee, H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54 anytime. [C4065]

1953 (August) Zephyr, black, red leather interior, heater, 9,000 miles: £645.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

FORD Zephyr 1953 saloon, black with red leather, 40,000 miles, loose covers, 13,200 miles. [C3030]

1953 Ford Zephyr, blue, heater and leather, immaculate: £645.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011]

1953 black red leather, one owner, heater throughout: £675.—Campbell Symonds, Wembley 6262. [C1017]

1954 Ford Zephyr, green, heater, leather, low mileage: £795.—Bells Service Garages—144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

1951 Ford Zephyr saloon, one owner since new, moderate mileage, leather upholstery, heater and radio, excellent condition; 3 months' guarantee.

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1954 Zephyr convertible, power-operated, leather upholstery and heater, grey red interior, under 1,000 miles: £690.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

1953 (August) Ford Zephyr, Dorchester grey red leather, heater, wing mirrors, 10,000 miles, immaculate condition: £675.—H. M. Motors, 45a, Hatfield, Leicestershire. Tel. 60800. [1353]

£675.—1953 Ford Zephyr, radio, heater, leather upholstery, only 14,300 miles by one owner, an exceptional car, taxed year.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5151-2. [C3011]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloon, blue, 18,000 miles, heater, £649; 1952, blue, radio, heater, 2600; 1951, green/beige, choice 2 from £549; three months' guarantee; terms, exchanges, lists—Stockwell Rd., S.W.9, Brixton 6251. [C3068]

1954 (May) Ford Zephyr convertible, power operated, radio, heater, finished ivory with hide to match, green hood, etc.; one owner, 6,000 miles, very attractive car, £550.—Gee Cars, Ltd., 60, Queens-town Rd., S.W.8, Mac. 3563. [1892]

Ford Zephyr Cars Wanted

ALMOST new Zephyr required at once.—54, Streatham Hill, S.W.2, Tulse Hill 2676. [W3016]

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

FORD ZODIAC

BRADSTOCK MOTORS, Ltd., offer:—
£795—1954 Zodiac, grey/blue, one owner, very low mileage, an exceptional example.—Chase Rd., Epsom, Tel. 5696/7. [C1090]

1954 Zodiac, blue/grey, 9,000 miles, fitted radio, condition as new, £850.
RIPCO, Ltd. (Zodiacs purchased), 16, Albemarle St., Mayfair, London, W.1, Hyde Park 2952-3-4. [C3052]

1954 Zodiac, grey/blue, radio, for lamps, etc. as new, under 5,000; £855 o.n.o.—War Park Garages, Reigate 2263. [1614]

1954 Zodiac, finished grey/blue, with radio, 5,000 miles, absolutely as new; £845; part exchange, enquiries welcomed.—C. P. Morley, Ltd., 54, Streatham Hill, S.W.2, Tulse Hill 4498. [C3016]

FORD (V.8)

1951 Pilot, radio and heater, taxed, excellent condition; £365.—Mayfair 0151. [C3008]

1950 (November) Pilot saloon, black/beige leather, radio and heater; £385.—Robbins, East Putney, Tel. 7881. [C3010]

1949 Pilot saloon, leather, fitted radio and heater; guaranteed; £325.—Palmer, 3, Fussell Gdns, News, Kensington, W.14, Park 9704. [C3034]

1950 Ford Pilot, black, leather, heater, excellent condition; £395.—Jacquier, Ltd., 225-7, Ham-mersmith Rd., W.6, Riverside 6677-8. [C2042]

1938 Ford Pilot, new engine, leather upholstery, heater, wireless, etc.; £375 or deposit £15 and 30 monthly H.P. rentals incl. tax £16/15/1. [1362]

THE Cooden Engineering Co., Ltd., Cooden, Bexhill, Tel. Cooden 600. [1362]

Ford V.8 Cars Wanted

REQUIRED, really good Ford Pilot.—Edwards, Amen-bury Lane, Harpenden, Herts, Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford V.8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

AMERICAN FORD

RHD 1951 Ford Customs, radio and heater, black.
1951 1 h.p. Ford Customs.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3, Kensington 4858. [C3034]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506/9. [10749/R]

FORD MISCELLANEOUS

CHARLES POLLETT, Ltd., official Ford retailers.
SHOWROOMS: 18, Berkeley St., W.1, Mayfair 6266.
SERVICE works and stores: Barnsdale Yard, off Eglon Avenue, W.5, Cuninghams 5936. [C2010]

Ford Miscellaneous Cars Wanted

MAIN Ford dealers.
LARGE stock of genuine Ford parts.
VANDYKE 4433 (5 lines). [0314/R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [10093/R]

WE have one of the biggest stocks of Enfo spares in the country from model A.V.8, W.D. types and tractor to the current models; Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Road, Dagenham, Rainham 770 (8 lines) Also 66, High St., East Ham, E.6, Granewood 1136. [S3065/R]

FRAZER NASH

1951 series Millie, many late mods., perfect condition.—Gry smart; £1,500 o.n.o.—G.B. Components, Feltham 3189. [1441]

1954 Targa Florio, negligible mileage; over £1,000 under list price.—Anthony Crook, Caterham Hill, Surrey, Caterham 2235. [C1063]

FRAZER NASH

1951 series Frazer Nash Le Mans replica, recorded mileage 6,000, this car is perfect throughout and must be seen and tried to be appreciated; £1,275.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1, Euston 4511. [C4040]

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

FRAZER NASH-B.M.W.

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R]

395 gns.—Frazer Nash-B.M.W. 1938 type 326/80 special, drop head coupe, high compression engine, 3.7 axle, recon overhaul, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Frazer Nash-B.M.W. 1935 type 45 four-door cabriolet, ivory, grey leather, very good condition; terms, exchange list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1938 (March) Frazer Nash-B.M.W. type 326 sports, 2-seater, red, red upholstery, complete chassis overhauled within last 3,000 miles including reborn, crankshaft reground, externally most attractive, mechanically perfect; £465.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1, Euston 4511. [C4040]

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

HEALEY

L. F. WARD, Ltd., Healey Tickford saloon, excellent condition, 30,000 miles. [C3008]

1949 Healey drop head foursome coupe, 38,000 miles, blue, extremely clean car.
L. F. WARD, Ltd., Healey Tickford saloon, excellent condition, 30,000 miles, blue, extremely clean car. [C4043]

BROOKLANDS—New Healey 4-seater saloon by Tickford for immediate delivery.
1952 Healey Tickford saloons, maroon and black, heaters. [C4081]

1951 Healey 2.4-litre Tickford saloon, radio heater.
BUY or sell with confidence; cars purchased for cash. [C1029]

103 New Bond St., London, W.1, Mayfair 3551-6.
1950 Silverstone Healey, engine overhauled 2,000 miles ago, black; £545.—Richards & Carr, 35, Kinnerton St., London, E.W.1, Sloane 5424. [C3005]

1951 model Healey Tickford saloon, grey with red leather upholstery, 20,000 miles, radio, heater, really superb condition; £795.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1, Euston 6811. [C2023]

1950 (June) Silverstone, fitted magnificent hard top low mileage, superb condition; £575.—Tolworth Motors, Ltd., 10, Kingsway, Kingston, B. Pass Tolworth, Elmbridge 2254-5. [C4081]

ROSE & YOUNG, Ltd., offer 1952 Healey Abbott drop head coupe, fitted 8-valve, heater, etc., immaculate condition; £550.—65-69, Stenhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. [C3057]

Healey Cars Wanted

BARTLETT will pay more for good Healeys, all models.—27, Pembroke Villas, W.11, Bay. 0523. [W1013]

PERFORMANCE CARS urgently require Healey. Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

HILLMAN 10

GEORGE HARTWELL, Ltd., Hillman Minx Mark VII saloon, mountain grey/red, 5,000 miles, heater; £665.
CONFIDENTIAL hire purchase, part exchange. [C2079]

35—41, Holdenhurst Rd., Bournemouth, Tel. Bournemouth 4161.
1953 Hillman Minx saloon, low mileage, perfect example; £625.
1951 Metropolitan Motors, Horn Lane, Acton, W.3, Acton 5064. [C3080]

SAUL & SLATTER, Ltd., offer:
1954 Hillman Minx saloon, black with red upholstery, heater, loose covers, 6,000 miles only; £650.
44—46, Aldermans Hill, London, N.13, Tel. Palmers Green 3631-2-3. [C4002]

GLANFIELD LAWRENCE offer:—
1952 (November) Hillman Minx saloon, black, one owner, heater, 19,000 miles, it looks 5,000, as new; £585.—407, High Rd., N.12, Finchley 0091. [C2079]

WARWICK WRIGHT, Ltd., offer:—
1953-4 Hillman Minx Mark VI and Mark VII, all models, including Californian hard-top; choice of colours, many fitted radio and heater, low mileages; from £595.
1952 Hillman Minx Mark V saloon, black, heater. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761.
C.M.I. CAR SALES (Pri. 6623), offer:—
1951 Hillman Minx saloon, blue; £495.
THREE months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

HENDON CENTRAL GARAGE, Ltd., offer:—
1951 Series Hillman Minx saloon, heater, taxed; £515.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8084-5. [C2034]

DENHAM'S GARAGE (ESHER), Ltd., offer:—
1954 (April) Hillman Minx Mark VII saloon, fitted extras, immaculate condition; £565.—1560, mouth Rd., Esher, Surrey, Tel. Esher 5560. [1560]

1954 Hillman Minx convertible, works mileage; £250 under list price.—Tel. Woking 3970. [C2051]

HILLMAN 10

DENHAM'S GARAGE (ESHER), Ltd., offer:—
1952 (July) Hillman Minx convertible coupe, exceptional condition throughout; £585.—Portsmouth Rd., Esher, Surrey, Tel. Esher 5560. [1561]

1953 Hillman Minx coupe, 21,000 miles; £575.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1, Eus. 4465. [C3023]

1953 model Hillman Minx, heater, immaculate; £565.
SCOTT CARS, 347, Finchley Rd., London, N.W.3, Hampstead 7779/8678. [C4006]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—
1952 Hillman Minx convertible, finished grey, red upholstery, fitted heater, immaculate condition throughout; £520. [C1001]

1946 Hillman Minx saloon, blue, taxed; £275.—Haile Motors, Ltd., Tot. 7771/4. [C2077]

1953 Hillman Minx saloon, 16,000 miles, beige with red leather; £585.—Rickmansworth 2214. [1572]

PHENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of
GUARANTEED used Hillmans.
A SELECTION from our stock:—

1953 (March) Hillman Minx Mark VI saloon, finished in black with red interior, 20,000 miles only, an immaculate car in every respect; £585.
HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle. [C2052]

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey, Vigilant 1121. [C3044]

£535—1951 Hillman Minx drop head coupe, like brand new throughout choice also 1952 model.—Below.
£399—1949-9 Minx drop head coupe, choice 2, both excellent.—Below.

£355—1947 Minx drop head coupe, most care-hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221 (East Finchley Underground). [C2052]

1955 model Hillman Minx saloon, ohv engine.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

1954 Hillman Minx Special, works mileage.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1, Tel. Sloane 3557/6970. [C3006]

PHASE 7 Minx coupe, unregistered, immediate delivery.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

1949 (Nov.) Hillman Minx Phase IV saloon, leather upholstery, outstanding condition, 3 months' guarantee; £465.
1946 Hillman Minx saloon, leather upholstery, very nice order, 3 months' guarantee; £295.
C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3, Finchley 6336. [1061]

£365—Hillman drop head coupe 1947, new hood, interior almost unused, excellent cellulose, recon engine, many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7 (50yds Holland Park Tube). Exchanges, H.P. [C1017]

HILLMAN Minx drop head coupe, 1939, black, good condition, loose covers; £215.—Totterham 5931 (after 6.30). [C420]

465 gns.—Hillman Minx late 1950 Phase IV saloon, leather, heater, one owner, moderate mileage; terms, exchanges.—Rowland Smith, below.

145 gns.—Hillman Minx 1938 de luxe saloon, s/d'ng head, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4019]

HILLMAN 1953 Minx saloon, one owner, black with beige, heater, radio, 6,800 miles; £625.—Mayfair 5242. [C3030]

1946 Hillman Minx saloon, black, very nice car; £350; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105 Queensway, Bayswater, W.2, May 5929. [C2068]

1948 Hillman Minx, steering column change, superb condition, one owner, guaranteed; £340.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26, Sydenham 6129. [C2083]

1954 Commer estate car, 3,300 miles only, duo-colour, positively as new, £595! Also 1946 Minx saloon; £265.—A. Z. Motors, 100, Palmerston Rd., N.W.6, Mai. 4723. [C1011]

CAMDEN MOTORS offer a choice of 28 Hillman Minx saloons, drop heads and estate cars, pre-war models from £50 up to 1953-4 series; call, write or phone for details. [C1035]

CAMDEN MOTORS, Leighton Buzzard 2041; open till 8 p.m. [C1035]

1952 Hillman convertible, black/red leather, one owner, as new; £545; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2, Bay. 5929. [C2061]

£225—1938 Hillman Minx 4-door de luxe saloon, exceptionally clean; £75 down, this economical Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

HILLMAN Minx, Oct. 1953 saloon, nominal mileage, only overriders, Ace Rimblishers, etc., taxed, literally as new; £625.—Gerald Leventon, Ltd., 181, High St., Rickmansworth 3526/5151. [1604]

1952 Hillman Mark V saloon, under 17,000 miles, immaculate throughout, heater, guaranteed; £595.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-3-4-5. [C1080]

1952 (September) Hillman Minx drop head coupe, maroon, beige interior, fitted heater, taxed, one owner, speedo reading 21,000; £560.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2, Bayswater 0095. [C1080]

1950 Hillman Minx saloon, black, red leather, one owner, carefully used, in exceptional condition throughout; £475; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. [C3026]

HILLMAN Minx 1947, maroon interior, recon engine, twin windtone horns, new tyres; this economical family saloon is in superb condition throughout and well above average for its age; £395.—Hillwood Motors, Mill Hill (London) 4232. [1456]

NUMBER

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Humber Cars Wanted

R ROOTES, Ltd.
D DISTRIBUTORS.
R EQUIRE modern low-mileage Humber cars.
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M ANCHESTER.—129, Deansgate. (Blackfriars 6677.)
C ANTERBURY.—(Canterbury 3232.)
R ROOTES, Ltd., Devonshire House, Piccadilly, W.1.
 Tel. Grosvenor 5401. (10106/R)
P RIVATELY owned Hawk—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2765. (W2037)
A LMOST new Humber required at once—54, Streatham Hill S.W.2. Tulse Hill 2676. (W5016)
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 Limousines urgently required. Below
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 Saloons, Limousines urgently required, cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street. Mayfair-2941. (W1006)
T OP prices paid for 1949 onwards Pullman limousines and Imperial Woodall Nicholson, Ltd., Well Lane, Halifax, Tel. 4231. (10330/R)
C RIPPES of Nottingham, urgently require all types of Humber cars, recent models; send full particulars. R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46541. (10553/R)

Humber Spares and Service

T H Humber Specialists for all spares.—Ring Uplands 5637. See advt. under Parts & Accessories. (10598/R)

JAGUAR

H ENLYS, Ltd.,
E NGLAND'S Largest Jaguar Distributors.
S ELECTION of all models at attractive prices.
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N ORTHAMPTON (Northampton 907).
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H OUNSLow (Hounslow 3454).
F INCHLEY (Finchley 0081).
G REAT West Rd. (Ealing 3477). Official Jaguar Service Station.
C AMDEN TOWN SERVICE STATION (Gulliver 4141).
H ENLYS, Ltd., England's Leading Motor Agents. (10027/R)
B ENTALLS, Ltd.

1951 Jaguar Mark V, black/red upholstery, replacement engine, 5,000 miles; £775.
1950 Jaguar Mark V, black, grey upholstery, radio, heater; £675.
1947 Jaguar 2½-litre, black, brown upholstery, radio and heater, replacement engine, 4,000 miles; £425.—Kingston-on-Thames. Kingston 1001. (C1093)

C AR MART, Ltd.
1951 Jaguar XK120 roadster; £825.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. (C1039)

N EWNHAMS, Ltd.

1954 Jaguar Mark VII, grey, 7,000 miles, excellent condition; £1,350.
N EWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. (C2024)
S LOOMBES, Ltd.

JAGUAR XK120, December, 1950, fine order; £745; part exchange, terms, guarantee—38-52, Dudden Hill Lane (nr. Dollis Hill Underground), Willenden 4869. (C4017)

R OSE & YOUNG, Ltd., offer

1953 Mark VII saloon, 8,000 miles only, one owner, fitted radio, as new, birch grey; £1,145.

1953 Jaguar XK120 sports, low mileage, one owner, immaculate condition throughout, unraced; £925—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

S AUL & SLATTER, Ltd., offer:

1954 Mark VII saloon, black with red upholstery, works mileage.

1954 Jaguar Mark VII saloon, with overdrive, black with red upholstery, 7,000 miles, one owner.

44—46, Aldermans Hill, London, N.15. Tel. Palmers Green 3631-2-5. (C4002)

B RADSTOCK MOTORS offer:—

1935—1952 Mark VII Jaguar, grey, red leather, low mileage, one owner.—Chase Rd., Epsom 5695-7. (C1090)

B ROKLANDS: Jaguar retailers.

1953 Jaguar Mark VII saloon, radio, heater, 6,000 miles.

1952 Jaguar XK120 2-seater, immaculate condition.

B UY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

JAGUAR

H A. SAUNDERS, Ltd., offer:—

1952 Jaguar Mark VII saloon, black, brown upholstery, heater, recorded mileage 22,470; £1,095.

836—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

H EART & Co., Ltd., offer:—

JAGUAR Mark VII saloon (September, 1953), fitted high lift cams, special exhaust system, radio and Michelin X tyres, low mileage, one owner since new; £1,195—102, London Rd., Kingston-on-Thames, Kingston 3548. (C1081)

C HIPSTEAD MOTORS, Ltd., offer:—

C TYPE late 1953, very low mileage, works maintained, 3 c.v. carbs, Panhard rod, etc.

XK120, (March) 1951, black, red leather, low mileage, 8 to 1, dual exhausts, immaculate condition; £825.

XK120, 1951, dual brown and silver, many modifications, very attractive car, out of the ordinary; £825.

C HIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. (C1046)

D UNCAN HAMILTON & Co. offer:—

1951 XK120, ivory with green interior, fitted twin exhausts, one owner; £795.

1952 Mark VII, 22,000 miles, silver grey with grey interior, 8.1 compression, etc., extras; £945.

1953 Mark VII, 12,000 miles, powder blue, with grey interior, fitted radio, heater, screen washers, Michelin X tyres, etc., one owner, beautiful condition throughout; £1,165—21, High Rd., Byfleet, Surrey. Byfleet 3101, day and night. (C1091)

S EYMOUR & CLEMENTS, Ltd., offer:—

1954 Jaguar Mark VII saloon, black, 300 miles only, extras, etc., as brand new; £1,450—38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. (C4007)

L AMBS OF WOOD GREEN for Jaguars.

£799!!!—1951 Jaguar Mark V drop head coupe, specimen condition, small mileage.—Below.

£645!!!—1949-50 Jaguar Mark V de luxe saloon, spotless condition, beautiful throughout.—Below.

£445!!!—1947 Jaguar 1½ de luxe saloon, only 2 owners, carefully used.—Below.

£395!!!—1947 Jaguar 3½ de luxe saloon, beautifully maintained bodywork, chassis 100%.—Below.

£295!!!—1940 Jaguar 2½ de luxe saloon, only 3 owners have nursed this vehicle since new.—Below.

£235!!!—1939 Jaguar 3½ de luxe saloon, tremendous performance and economy, 3 months' guarantee; hire purchase, exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

R ICHARDS & CARR.—Always best value.

1954 XK120 convertible, one owner, low mileage, unmarked; £1,350.

1938 2½-litre saloon, twin spot lights, horns and mirrors; £225.

35, Kinnerton St., London S.W.1. Sloane 5424. (C3045)

H A. SAUNDERS, Ltd. OF WORCESTER.

1954 Jaguar Mk. VII saloon, black with brown hide, fitted overdrive and many extras, only 1 month old; £1,450.

U STIN House, Worcester. Tel. 2368. (C4005)

H OFFMANN OF LEICESTER, Ltd., offer:—

JAGUAR Mark VII saloon (August) 1954, fitted with overdrive, 2-tone black/cream, and red leather, fitted loose covers, and radio, in superb condition; price £1,595.

JAGUAR Mark VII saloon, 1952, elephant grey with red leather, 24,000 miles; price £995.

H OFFMANN OF LEICESTER, Ltd., Daimler House, 21, London Rd., Leicester. Tel. Leics. 65751/5. (1371)

K NIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 (May) Jaguar XK120 drop head coupe, dark green, loose covers, heater, Ace Rimbel-lishers, 6,000 miles, taxed December, in new condition—£1,395.

1948 (December) 1½-litre special equipment saloon, fawn with green leather, 21,000 miles only, in outstanding condition; £485.

I. Roberts News, Lowndes Place, London, S.W.1. Sloane 4086. (C2063)

M EBES & MEBS, Ltd. (Est. 1895), offer:—

1947 Jaguar 2½-litre 4-door sunshine sports saloon, green with hide upholstery, radio, heater, loose seat covers, passlight, discs, other extras, an excellent example of this popular model; £415.—The Broadway, Mill Hill, N.W.7. Tel. M3 2040. (C5012)

C OOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Jaguar XK120, full racing modifications, one owner since new; £975.

C OOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9.

1937 2½-litre Jaguar saloon, in very good condition; £150: terms and exchanges.

S TARNES MOTORS, 105, The Broadway, Crickelewood, N.W.2. Gladstone 2485 and 0299. (1611)

1954 Jaguar XK120 drop head coupe, dove grey, 3,000 miles; £1,350.

G ORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

1954 Jaguar Mark VII, 4,000 miles, H.M.V. radio, Ace Rimbel-lishers, as new throughout; £1,395.

1954 Jaguar XK120 drop head coupe, 9,000 miles, excellent condition throughout; £1,325.—

S idney Marcus Ltd., 53, Sloane Street, S.W.1. Tel. Sloane 657/6970. (C3006)

1951 XK120 2-seater, recently modified engine, superb condition; £850.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. (C3037)

JAGUAR

JAGUAR Mark V 1950, titled owner, black and chrome, brown hide; £665.—Valentine 4674. (C2018)

1952 Jaguar 1½-litre 1946, Nov., 4-door saloon, radio, heater, new engine; choice 3; many others.

B ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. 150 yards Holland Park Tube. Exchanges, h.p. (C1017)

F OR sale.—1953 (June registered) Mark VII Jaguar; £1,250.—Tel. Payn, Dover 309 between 9 a.m. and 5 p.m. (10081/R)

B EARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3548. (10081/R)

1952 Jaguar Mk. VII saloon, one owner, exceptional condition; £1,025.—Basil Roy, Ltd., 161, Great Portland St., W.1. Sloane 7753. (1215)

1951 Jaguar Mark V 3½-litre saloon, sun roof, gunmetal with blue interior, immaculate, one careful original owner specimen; £695.

P ARKERS, Ltd., Bradshawgate, Bolton 4080. (1509)

1953 Jaguar Mark VII saloon, radio, heater, black with brown leather, mileage approx. 17,000; £1,165.—Hamp. 2254. After 7.0. Slo. 8664. (1586)

1950 Jaguar Mark V sports saloon, one owner, low mileage, genuine car; £655.—Kings Road Car Sales, 105, Kings Rd., Brentwood. Brentwood 1309.

A RCHIE SIMONS & Co., Ltd.—1952 Jaguar Mark VII saloon, colour black/red leather upholstery, nominal mileage, one owner; £1,035—34, Clarendon St., W.1. Lun. 1543. (C4013)

XK120 pale blue 52 export model, under 7,500 miles, well kept, recent 7753. (1215)

J.A.G. expert inspection and repairs; £350 o.n.o.: available Somerset.—Box 8588. (1249)

£1025—1952 April Jaguar Mark VII saloon, 15,000 miles only; this car is immaculate throughout and has been serviced by the makers since new.

D ENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

1495 gns.—Jaguar April, 1954, Mark VII saloon, pastel blue, blue leather, overdrive, radio, one owner, 1,100 miles, spare unused, brand new condition; terms, exchanges.—Rowland Smith, below.

795 gns.—Jaguar XK120 1951 3½-litre super sports 2-seater, British racing green, high-lift cam shafts, competition clutch, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

645 gns.—Jaguar 1951 model Mark VII saloon, grey, sliding head, red leather, heater, exceptional; terms, exchanges.—Rowland Smith, below.

395 gns.—Jaguar, September, 1946, 1½-litre saloon, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Jaguar 1946 2½-litre saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1954 (Feb.) Jaguar Mark VII saloon, black H.M.V. radio, heater and screen wash, immaculate; £1,295, terms arranged.—Walker, 35, Park Lane, Madeley, Shropshire, Tel. Ironbridge 2267. (1517)

JAGUAR XK120 1951 series, standard ratios and not raced, in faultless condition in every way; terms, exchanges.—J. Law (Automobiles), Ltd., 51, Gt. Hampton St., Birmingham, 18. Tel. Northern 4549-4540. (1567)

1951 Jaguar XK120 sports, Michelin X tyres, heater, etc., spots; £775.—Green & Zonia, Ltd., 246-2, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (C2028)

1953 Jaguar Mk. VII, black/tan, radio, etc., superb as new condition; £1,175, exchanges, terms.—Frank Grounds, Ltd., 182/186, Lichfield Rd., Aston, Birmingham, East. 1762. (1400)

1954 model (registered 23/10/53) Jaguar XK120 bellishers, seat covers, fog lamps, etc., miles; one owner; cost over £1,700; offered £1,285; G. Fussey, Beckbank, Cottingham, E. Yorks. (1153)

1954 Whitewell tyres, numerous extras, modification quite as new; £1,335.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. (C4001)

1953 Mk. VII Jaguar, battleship grey, red upholstery, 8,000 miles only, works maintained and tuned to 20 m.p.g., 110 m.p.h., condition as new, reason for sale owner now needs estate car; £1,200.

1950 (Nov.) Jaguar XK120 sports roadster, silver grey with red leather, fitted new tyres and extras, an immaculate specimen in first class mechanical condition; unequaled at £795.—Don Everall, Ltd., 34, Cleveland Rd., Wolverhampton, Tel. 23212. (1430)

XXX black with brown hide, radio, heater, loose covers; a really immaculate and most attractive one-owner car, written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

1953 (July) Mark VII, 15,000 miles, lavender grey, black red leather, radio, heater, etc., seat and floor covers from new; the interior of this car is indistinguishable from new; a real bargain at £1,095.—Rood, "Oakmead", Church Lane, Loughton, Essex. Loughton 4010. (1484)

1937 Jaguar 1½-litre sports saloon in very good condition, original green cellulose, cream interior, very good mechanically; £175 or 475 deposit, balance over 12 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C4071)

JACK ROSE, Ltd., offer 1953 series Mark VII Jaguar saloon, in 2-tone grey with red hide, new tyres, any examination, £1,095; also 1950 Mark V Jaguar in grey, radio and heater, beautiful car, open to any examination; £645.—Stafford Rd., Wallington, Surrey, Weyling 6677-8. (C3056)

£445!!!—1947 Jaguar saloon de luxe in excellent mechanical order, engine rebored and whole car thoroughly overhauled within the last 4,000 miles, new set of Port Dunlop tyres and 4 tubes about six weeks ago, air-conditioning, pass lights, Fram oil coil and other extras.

£695!!!—Mark VII Jaguar saloon 1951, finished black with red leather, carefully used and in extremely good condition, discs, heater, screen washers, etc.

C AMDEN MOTORS, Leighton Buzzard 2041, write for catalogue; open till 8 p.m. (C1035)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1954 (July) Jaguar Mk. VII with overdrive, finished black with red leather upholstery, this car has only covered 6,000 miles and is comparable to new in every respect, written guarantee, part exchange, terms deliver anywhere in G.B., free; £1,495, o.n.o.—12 Church St., Luton 4212. (1462)

1953 XK120 special equipment model, high lift carburettors, dual exhaust system, stiff suspension, wire wheels, etc., heater, de luxe H.M.V., screen washer, lite guard tubes, birch grey, red leather, genuine 13,000 miles since new, in the hands of a most careful car-proud owner; price £1,150.—W. J. Ekelly, Manse Rd., Motherwell, Tel. 1560. (1431)

1951 Jaguar XK120, colour white, this unblemished car is fitted with ocelot seats and mats, and several hundred pounds of extras, including radio, picnic sets, vanity cases, fitted trunks, shooting stick, etc.; winner numerous concours d'elegance; 16,000 miles; £840; exchanges welcomed, terms arranged.—Epps Bros., Larches Garage, Farnborough (Kent) 2244. (1599)

1951 Jaguar Mk. V 3½-litre drop head coupe, finished in fawn with brown leather, one owner, superlative condition, Motorola heater, screen washer, twin pass lights, twin wing mirror, silent, docile, devastating performance; £795; terms exchange; three months' written guarantee.—B.R.M. Car Sales, Crippenham, Nr. Slough, Bucks. Tel. Burnham 705. (1410)

£444!!!—1948-9 Jaguar 3½ de luxe saloon, this vehicle is magnificent! This is not advertising licence, see the bodywork, as good as when it left the factory; the chrome work identical to new, leather spottless, fitted heater; this vehicle has the performance and looks of a £1,000 motor car, a real beauty, you must see it; 3 months' guarantee; hire purchase, exchanges. (1410)

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052/1)

XXX Really superb 1952 XK120 2-seater, finished in sealing-wax red with fawn leather upholstery edged with red, luxuriously equipped, radio, heater, loose covers, all-over zip tonneau cover, twin fog lamps, twin pass lights, twin wing mirror, latest sparkling one-owner car with delightful performance; written guarantee; £925; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2053/1)

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

BENTALLS, Ltd. We are interested in the purchase of Jaguar cars, Kingston-on-Thames, Kingston 1001. (W1093)

COOMES & SONS (GUILDFORD), Ltd. We are interested in the purchase of Jaguar cars, Guildford, Tel. 62007. (W1093)

SAUL & SLATTER, Ltd. 44-46, Aldermans Hill, N.13. Main dealers urgently require modern Jaguar cars. —Tel. Palme 3531-2-3. (W4002/R)

ALMOST new Jaguar required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

ARSTON MOTOR Co., Ltd. for your Jaguar.—Tel. 8100 Seven Sisters Rd., Tottenham, N.15. (01040/R)

11-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. (W2057/2643)

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. (W3041/8841)

ROSE & YOUNG, Ltd. require all models XK120 and Mk. VII saloons, 65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. (W3057)

Jaguar Spares and Service

HENLYS, Ltd. ENGLAND'S Largest Jaguar Service Station. GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938. AND at Manchester, Cheetham Hill Rd., Deansgate 6212-7. (0563/R)

QUICK completion of repairs. SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. (W4002/R)

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lane, N.13. Palmers Green 3531-2-3. (W4002/R)

R. P. POWELL MOTORS, Ltd. East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4815. (0455/R)

PEERLESS MOTORS, Ltd. main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394. (0430/R)

L. EX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley, Arnold 1154-5. (0719/R)

LEONARD WILLIAMS & Co., Ltd. offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0528/R)

DISMANTLING six Jaguar and S.S. models, 1938 3½-litre, 1937 2½-litre, 1935 8S.20, 1933 and 1934 S.S.16; rapid c.o.d. service.—Wards "Motology", Leasow Rd., Walsley, Tel. Walsley 4151. (0202/R)

JEEP

JEeps, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4713. (0350/R)

JEeps!!!—Several first class Willys and Ford Jeeps, also comprehensive stock of spares.—Autowork, Ltd., Winchester, Tel. 4834. (C1010)

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belzise Lane, N.W.3. Hampstead 8251. (0527/R)

1952 (first reg.) Jeeps all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. (0619)

JEEP

JEeps—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013-0621. (0241/R)

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). (C3066)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/6; largest stocks, lowest prices; exchange plan an engine, gear box, clutch, etc., noted for all American spares.—331-333 High Rd., Chiswick, London, W.4. Chiswick 1919/6850. (C0335/R)

Jeeps Wanted

JEep required, about £30.—"Greenways," 81, Alfred Rd., Winchester. (W1010)

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Jeep Spares and Service

JEep Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4739. (C3066)

JENSEN

BROOKLANDS.—Jensen Distributors.

LATEST 1955 Interceptor and new 541 saloon and 1951 Jensen 4-litre 4-door saloon, radio, heater.

BUY or sell with confidence, cars purchased for cash. 103, New Bond St., London, W.1. Mayfair 8331-6. (C1029)

£655!!!—Jensen Special open sports 4-seater; it is a coupe difficult to describe, the immaculate and genuine mint condition of this vehicle; fitted Nash Straight 8 engine, 2-speed rear axle; this vehicle is capable of over 100 m.p.h., excellent economy, originally road-tested at 25 m.p.h.; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

JOWETT

WELBECK MOTORS, Ltd., for Jowetts. A SELECTION from our stock:—

1955 brand new, unused and unregistered Javelin de luxe, in gold with red hide, a special hand-finished by Jowett Motor Co., full maker's guarantee; £1,015.

1953 Javelin de luxe, black, brown hide, full Series III, 10,000 miles, as new; £710.

1953 Javelin standard saloon, full Series III, gold with red leather, twin-speaker radio, heater; £625.

1952 Javelin de luxe, engine modified, 20,000 miles approx., gold with red hide, whole car identical to new; £625.

1949 Javelin, black; £450.

1953 Jupiter Mark Ia, 18,000 miles, radio, heater, identical to brand new, metallic green with red leather. £750.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (6 lines). Far the largest Jowett agents in the country. (C4049)

C. OF P., JOWETT distributors.

1953 Javelin de luxe, finished in beige with red leather, twin spot lamps and wing mirrors; £655.

1952 Javelin de luxe, finished black with brown leather, recent engine overhaul, twin spot lamps; £559.

CLARKES OF PIRBRIGHT, near Woking, Surrey. Brookwood 2201. (C1049)

NEWNHAMS, Ltd. 1952 (Sept.) Jowett Javelin de luxe saloon, fitted heater, Ace Rimblebushers, genuine mileage 3,900 one owner, as new; £695.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

BRADSTOCK MOTORS, Ltd., offer:—

£395—1950 Jowett Javelin, beige with brown leather upholstery; £435. 1951 Jowett Javelin, green, brown leather; both these cars are one-owner vehicles in excellent condition throughout.—Chase Rd., Epsom, Tel. 5696-7. (C1090)

AUTO SALES (LONDON), Ltd. offer:—

1952 Jowett Javelin saloon, in beautiful condition throughout, 17,000 miles only; £525.—Auto Sales (London), Ltd., Belzise Rd., N.W.6. Maida Vale 5555. (S997)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (June) Javelin de luxe saloon, maroon/beige h.d.e. immaculate, highly recommended; £650.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

£475—Jowett Javelin 1949 4-dr. sports saloon, leather radio, heater, exceptional throughout, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11 Park 5066-7. (50 yards Holland Park Tube) Exchanges, h.p. (C1017)

1950 (Aug.) Javelin de luxe, grey, red leather, 24,000 miles; £500.—Tickford, Ltd. Temple Bar 3338. (C4029)

1938 Jowett 7hp 4-door saloon, black, one owner; £125.—P. L. Cranmore, Ltd. Tel. Potters Bar 2040. (C1062)

1951 Javelin de luxe, light green, excellent order; £515 o.n.o.—At Martins Garage, Quarry St., Guildford Tel. 6254-X. (1505)

JOWETT

1949 Jowett Javelin saloon, heater and radio, nice condition throughout 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queens Head Garage, East C. End Rd., 4-3, Finchley 6236 (3 lines). (C1061)

1953 (Sept.) Javelin, beige with red leather, 13,000 miles; £655.—B. O. Essex, Marshalls Elm, Street, Somerset. Tel. 146. (1524)

1953 Jowett Javelin saloon de luxe, grey with red leather upholstery one owner, mileage only 13,000, unquestionably in beautiful condition; £750.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

1950 Javelin de luxe, black, as new throughout, radio, 2475; another with new engine just fitted, £500.—Buntings Bonnersfield Lane, Harrow, Tel. 6225-6. (1427)

JUPITER 1953, 9,000 miles, as new, really outstanding condition, dark metallic green with beige leather; £695 or £175 down, balance 24 months; exchanges.—Finchley 7300. (1563)

1952 Javelin, black, radio, heater, 19,000 miles, excellent condition; £535.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. (C4061)

1951 (Oct.) Javelin de luxe saloon, metallic grey, small mileage, immaculate; one owner; £525; part exchanges, deferred terms.—Peter Guest, Ltd., King's Lynn, Tel. 4129. (7656)

1953 washer one owner, bronze with red interior, only 16,000 miles, guaranteed; £695. Campbell, Symonds Wembley 6262. (C1037)

1949 Jowett Javelin de luxe saloon, excellent condition, reconditioned engine; £395; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.) (C3055)

£455!!!—1950 series Jowett Javelin saloon de luxe, immaculate bodywork, excellent interior, speedometer reads 28,000, whole vehicle magnificent; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221. (C2052/1)

1952 Jowett Javelin de luxe, grey/red hide, heater, one owner; 6 months' guarantee; £565.—Naylor & Root, Ltd., 25 East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. (C3022)

TANKARD & SMITH, Ltd., offer 1950 Jowett Javelin saloon de luxe, grey with red leather, heater, immaculate condition; £475; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 8301. (C4026)

1951 Jowett Javelin saloon, black with brown leather upholstery, extremely good condition with all good tyres, £405. Keiths Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 5100. (C2080)

£475!!!—1950 Javelin de luxe, reconditioned engine, H.M.V. radio, heater, black with brown leather, original paint unmarked, interior as new, superb example; 3 months guarantee; terms, exchanges, etc.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13. Pal. 2365. (1617)

1953 (August) Javelin, gold with red leather, de luxe fittings include H.M.V. 5-button radio, also Flamethrower, foglamps (Lucas), heater, screen-washer, radiator blind, loose covers and mats, many other extras, under 14,000 miles, very carefully maintained and in excellent condition; cost £966 and selling for £650; reduction if radio is not required.—Cun. 1179 (ext. 17). (W1674)

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Large Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. (W4049)

H. A. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (S997)

ALMOST new Jowett required at once.—54 Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

JUPITER Mk. I with Series III engine wanted.—Jones, 119, City Rd., Cardiff. Tel. Cardiff 20311. (1350)

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. 4860

REQUIRED really good Jowett Javelin.—Edwards, R. Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors, COMPLETE spares for Javelins and Bradfords, always in stock; specialised repairs, tuning and service.—Horley, Surrey, Tel. Horley 17. (0961/R)

KINGSTON-ON-THAMES. Jowett distributors, all spare and replacement units available, plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84 Eden St., W.11. Tel. 2241-2. (S4053/R)

EAST Anglia.—For all Javelin and Bradford spares.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. (0364/R)

BIRMINGHAM agents; large stock of spares.—Frank Moss, Ltd. (A. S. & S.), Ltd., The Depot, Stearns St., Birmingham 18. Edg. 0916. (0549)

BUNTINGS MOTOR EXCHANGE offer unrivaled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow, Tel. 6225-6. (0073/R)

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; offer 23 years' Jowett experience, spares and service. (10759/R)

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—225-234 London, Cro. 3641-2; and Bushwood Corner, Leytonstone E.11. Wan 5101-2. (0463/R)

JOWETT Javelin, Jupiter and Bradford, the largest stock of spare parts in the country; exchanges, etc.—Tel. Gordon Cars (London), Ltd., 7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761-2-3. (0133/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGO-TALBOT

MAIDSTONE ENGINEERING CO.

1951 Show model Lago-Talbot 2½-litre sportsman's drop head coupe, 4-seater close-coupled 2-door, this is a special body by Saatchi and is in most immaculate condition throughout, the bodywork is unbelievably beautiful, the paintwork is unblemished, finished in British racing green with leather interior to match, the performance is exceptional, she will cruise at 60 m.p.h. and has a maximum of 100 m.p.h., a genuine one-owner low-mileage example; £1,295; terms, exchanges.

CROSS ST., Pendleton, Salford, 6, Manchester, Pen. C3000 5457.

LAGONDA

METCALFE & MUNDY, Ltd.

1939 Lagonda LG6 saloon, black, brown hide, Sanction IV engine, H.M.V. push button radio, a very beautiful car.

1951 METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5, Fulham 5471. (C3064)

1951 2½ late 1950 sports saloon, beautifully finished in light grey with dark grey wings, chrome wheel rims, heater, demisters, dual pass lamps, etc., immaculate condition throughout, cost approx. £2,300; first offer of £985 serious.

CHIPPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Fulham 0052/7253/7154. (C1046)

BROOKLANDS, Lagonda distributors.

1955 models, 2-door and 4-door saloon, power-operated hood coupe, available demonstration.

1952 Lagonda 2.6-litre drop head coupe, grey/red.

1952 Lagonda 2.6-litre Mark I saloons, radios.

1950 Lagonda 2.6-litre saloon, radio, heater.

BUY or sell with confidence; cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 851-6.

LG6 condition; £590. (C1028)

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. (C3080)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-5, offer:—

1951 2½ late 1950 Lagonda saloon, finished grey, blue leather, fitted heater, stollamps, screen washers, low mileage, engine recently overhauled, immaculate condition throughout; £1,250. (C1001)

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.), LG6 sports saloon, exceptional history; £825.

1940 V.12 sports saloon, Sanction 2, 5,000 miles, since £700 overhaul; £785.

1938-9 V.12 sports saloon, Sanction 2, 5,000 miles, since £700 overhaul; £785.

273 London Rd., Staines, Tel. 4211-5. (C1080)

PERFORMANCE CARS, a good selection always available; written guarantee.—See under "Sports Cars". (C1041/R)

295 gns.—Lagonda 1936 L.G.45 4½-litre saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

1951 gns.—Lagonda 1951 16/90 sports tourer, manual gear change, cycle-type wings, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1938 Lagonda V12 saloon, reconditioned, guaranteed; £2,255; payments.—Oldfield, 386, Kensington High St., W.14. WES 6631. (C3029)

£175—1936 Lagonda Rapier 10hp drop head four-seater coupe; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1939 Lagonda L.G.6 Sanction IV drop head coupe, in superb condition, green with black interior, leather seat covers; £750.—Lee Green 8521. (C1480)

1938 Lagonda V.12 saloon, body by H. J. Muller, in exceptional condition of £750.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2042)

XIX 36 4½-litre Gurney Nutting drop head, a uniquely built for an Indian Prince; £655; £65 deposit.—Searle, 45, Park Rd., Hampstead Hill, Middlesex. Molesley 4614. (C4069)

1951 Series (September, 1950) Lagonda 2½-litre drop head four-seater in brand new condition throughout, fitted D.B. Vantage engine, exceptionally attractive car in cherry red with beige leather upholstery and beige plastic hood; many extras include H.M.V. radio, heater, screen washers, etc., nominal mileage and one of the most desirable cars on the road to-day; cost over £3,000, accept £1,075; terms and exchanges.—Corner Garage, Gorton St., Blackpool, Tel. 28855. (C623)

£495—Lagonda V12 short-chassis sports saloon, late 1936 model, 4-door, 4-light series with sunshade-roof and a particularly fine example of this magnificent marque, excellent coachwork which is practically entirely original and devoid of blemish, rich luxurious hide upholstery, polished walnut-facia and door-panels, the whole car quite spick-and-span, twin petrol fillers, twin sun visors, dual horns with loud/soft control, twin wing mirrors, discs, pashlights and other extras, the general mechanical condition of this car equally outstanding in its appearance, its performance is undoubtedly in a class of its own, specially recommended and guaranteed in writing.

CARDEN MOTORS, Leighton Buzzard 3041. Write for Catalogue; open till 8 p.m. (C4035)

Lagonda Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

PERFORMANCE CARS urgently require Lagonda's.

P Great West Rd., Brentford, Middlesex. Ealing 3841. (W3041)

REQUIRED, really good V.12 or post-war Lagonda.—Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 118. (W2000)

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.), Specialists in all aspects of service.—775, London Rd., Staines, Tel. 4211-5. (S1080)

LANCHESTER

LANCHESTER, Ltd., Lanchester distributors.

LANCHESTER 14 saloon, 1953, blue, blue leather, one owner; £950.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. (C4022)

1952 (Oct.) Lanchester saloon, maroon, mileage 15,000, exceptional condition.—Tickford, Ltd., Temple Bar 3339. (C4029)

£149—1937 Lanchester 14 2-door sports saloon, excellent condition; terms.—Autosnips, 5, Balm High Rd., Balham 1509. (C1009)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Ridgeway Rd., Croydon 5775. (C0689)

£135—Lanchester 14 sports saloon, 1938, excellent condition throughout, new tyres, etc.—Bron-desbury Motors, Brondesbury Mews, N.W.6. Mai. 0371. (S1593)

LANCHESTER Roadster 1939 saloon, engine just reconditioned; £325; terms; exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. (S1546)

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

A T the old-established Lanchester agents, Coventry Motor Mart, Ltd., you can 'phone or write Ralph Clews about your Lanchester exchange for a newer model.—You get a good deal at Coventry Motor Mart, Ltd. Tel. 2146-7. (O445)

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Lanchester cars, pre-war for car exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. (O237/R)

LANCIA

JOHN S. TRUSCOTT, Ltd., are the oldest Lancia specialists; all new models are now available, literature on request.—175, Westbourne Grove, London, W.11. Bay. 4274. (C4055)

1938 Lancia Aprilia, numerous extras, excellent condition; £1,250; terms, exchanges; deferred terms considered.—H. B. Halstead & Sons, West Lanes, Sidings, Fishergate Hill, Preston, Tel. 2820. (S109)

1939 Lancia Aprilia saloon, this vehicle has been in operation or inspection, is really excellent throughout; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2042)

APRILIA 1939, 2 owners, post-war suspension, Weber carburettor, new Michelin X tyres, Marchal lamps, red leather and Tyran loose covers, in excellent condition, maintained regardless of cost, personal car; £600.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. (S1977)

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alport, Wembley. (Perivale 5656.) (O320/R)

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors, Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 2½-litre streamlined sal., black, 1951 radio, heater, sun roof, very modern appearance, comfortable seating, excellent performance, a most attractive car; £885.

1951 Lea-Francis 14hp estate car, natural wood maintenance; £695; terms, exchanges; deferred terms considered.

1949 Lea-Francis 14 hp sal., black, Ace Rimmed bellshells, speedo reading 27,000, fully serviced and checked; £540; terms, exchanges; deferred terms considered.

A L the above cars are guaranteed for three months.

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningsham 5956. (C2010)

£395—14hp sports saloon (1949), sunshade roof, heater, economical and reliable car of fine performance.—35a, Abbey Rd. (Mai. 0267). (S1526)

395 gns.—Lea-Francis 1948 14hp sports saloon, sliding head, leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1 3-litre 2/4-seater sports, guaranteed 9,800 miles, absolutely as new, heater, telecontrols, nylon hood, superb crimson coachwork always attracts very considerable attention; £550.—Phipps, The Ham, Brentford, Ealing 5579. (S1418)

FOR sports car connoisseurs! 499gns! Cost £1,300. The prettiest low-slung lift 3in short wheelbase 1949 Lea-Francis 2/4-seater, Meadows 4-cyl. twin camshaft, 1770cc engine, 4 spds., close ratio, rev. counter, H.M.V. radio, topaz cone, new all-weather equipment, new battery, new tyres, carefully maintained, docile in town, a "dream to drive," taxed; easy terms.—Maid & Harrison, Motor Trade Experts of 30 years, 492/6, High Rd., Chiswick, W.4. Chiswick 2619. (C3071)

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Criklewood Broadway, N.W.2. Gladstone 6303. (W2040)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

REQUIRED, really good Lea-Francis, Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 118. (W2000)

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry, Tel. 62024-5-6. (O392/R)

Lea-Francis Spares and Service

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Egin Avenue, W.9. Tel. Cunningsham 5956-7. Mayfair-2941. (O595/R)

LIMOUSINES

£150—1937 21hp Hillman, £395, 1933 25hp Rolls-Royce; £430, 1939 18hp Austin Iver.—Lawton-Goodman, 135, Criklewood Broadway, N.W.2. (C2022)

165 gns.—Daimler 1936 LQ3 24hp 7-passenger limousine, black, front leather, rear cloth, face forward occasional, division, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4019)

A&S Display 7-passenger privately owned limousines at competitive prices, comprehensive guarantee certificate (See Classified Advertisements) 1952 52 Austin Hircara, 1951 52 Sherline, 1949 50 51 52 Humbros, also privately owned 1936 37 Rolls-Royce and Rolls-Wraith Deluxe Hooper (Lists despatched), Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Limousines Wanted

LARGE organization would like to buy quantity of post-war limousines, Humbers, Austins, Daimlers and Rolls-Royce, also hire cars, all suitable for long-distance journeys.—Please send all details to appointed buying agents, Messrs. Auto Buyers, Ltd., 24, Warren St., London, W.1. Tel. Euston 3917 (12 lines). (P613)

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (O747/R)

MERCEDES

PHILIP RICKARDS, Ltd., offer:—

1954 (Jan.) Mercedes 300 saloon, grey covers, 15,000 miles; part exchange, deferred terms, 1951 52 Austin Hircara, 1951 52 Sherline, 1949 50 51 52 Humbros, also privately owned 1936 37 Rolls-Royce and Rolls-Wraith Deluxe Hooper (Lists despatched), Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

1954 Mercedes-Benz 300 saloon, grey covers, 15,000 miles; part exchange, deferred terms, 1951 52 Austin Hircara, 1951 52 Sherline, 1949 50 51 52 Humbros, also privately owned 1936 37 Rolls-Royce and Rolls-Wraith Deluxe Hooper (Lists despatched), Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

WM
WELBECK MOTORS, Ltd., offer a registered but brand new and unused M.G. Magnette saloon in black with green hide; £1,015 or one-fifth down and up to 3 years to pay.

A
1954 M.G. T.F., mileage 3,000, metallic grey with red hide; £665.

W
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139 (6 lines). [C4049]

DICKS.

1938 M.G. 1½-litre sports tourer, famous V.A., very attractive condition; £275.

1936 M.G. 8hp sports 2-seater, scrupulously maintained; £265.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Malda Vale 6888-9. [C1072]

SLOCUMBES, Ltd.

M.G. 1½ saloon, 1951; £595; part exchange; terms; guarantee—38/52, Dudden Hill Lane (nr. Dollis Hill Underground), Willesden 4869. [C4017/1]

SLOCUMBES, Ltd.

M.G. T.F., 1954, cream, one owner, as new; £695; part exchange; terms; guarantee—38/52, Dudden Hill Lane (nr. Dollis Hill Underground), Willesden 4869. [C4017]

TOLMIN MOTORS.

M.G. 1951 1½-litre V saloon, dual green, completely overhauled mechanically; fully guaranteed; 11-litre competition car, 2-seater, fully equipped; 12 callers only.

343 Staines Rd., Hounslow, Mdx. Hou. 3456 and 2256. [C1453]

B. J. HUNTER, Ltd., offer:—

1953 M.G. T.D. 2-seater, very superlative condition; £625.

1952 M.G. T.D. sports 2-seater, attractive condition; £575.

1951 M.G. T.D. 2-seater, engineer maintained; £555.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2, Tel. Gladstone 6303. [C2040]

CLUBMAN AUTOS, Ltd., offer:—

1938 M.G. T.A., black and cream, very nice condition; £295.

H.P. motor cycles taken in exchange—138-142, Tooting High St. S.W.17, Balham 3494. [C1095]

WARWICK WRIGHT, Ltd., offer:—

1953 (December) M.G. model Z.A. Magnette saloon, radio and heater, gun grey, 9,000 miles; £885.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C4045]

CHIPSTEAD MOTORS, Ltd., offer:—

1947 T.C. Midget with special streamlined body, 2 spare wheels inside tail, ivory and red, chrome rad., etc.; immaculate; £355.

1946 T.C. November, 1949, black and green, reconditioned engine, etc.; new tyres, immaculate condition, virtually as new; £445.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3, Flaxman 0052/7253/7154. [C1046]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 M.G. T.C., black with green upholstery, reconditioned engine, H.M.V. radio, luggage carrier; £375.

M.G. T.B., black with green upholstery, in excellent condition; £285.

1938 M.G. T.A., green; £275.

1938 M.G. V.A. drop head coupe, excellent condition; £265.

1933 M.G. J1 4-seater; £115.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3036]

1954 M.G. T.F. 2-seater, immaculate, as new; £695.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. [C1286]

1953 M.G. 1½ saloon, 1950, Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

1954 Magnette, black, red leather, 5,000 miles, as new; £950; Eristol area—Box 8660. [C1383]

1952 (Jan.) M.G. Y.B. 1½ saloon, grey, red leather, radio and extras, one owner, 19,000 miles, perfect; £675.

1951 (April) M.G. Y 1½ saloon, maroon, beige leather, heater, 23,000 miles, perfect; £585.

1949 (July) M.G. Y 1½ saloon, black, beige leather, heater, perfect; £495—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [C1982/8]

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3546. [C0952/8]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1, Grosvenor 4141. [C0967/8]

1954 M.G. Magnette Series Z.A. saloon, green with green leather, as new, nominal mileage only; £950—Grosvenor 2133. [C0955]

1953 M.G. 2-litre saloon, very attractive car, one owner—Brondebury Motors, Brondebury Mews, N.W.6, Mal. 0371. [C1594]

M.G. sports T.C. model, black, green leather, chrome luggage carrier at rear, condition equal to low mileage 1954 model; bargain, £245; 22,000 miles only.

DOUGLAS CAR SALES, Ltd., 21, High St., Waltham Cross, Tel. Waltham Cross 4923-4124. [C1075]

1948 M.G. 1½ saloon, engine not yet run in; £495; written guarantee; h.p. exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2, Finchley 0052-53-54 anytime. [C4065]

1939 M.G. 2.6-litre drop head fourseater coupe, in outstanding condition throughout; £360 or £120 down—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6480. [C1024]

M.G.

1953 M.G. 1½-litre saloon, black, Underseal, heater, taxed, one owner, 13,000 only; £735. Hale Motors, Ltd., Tot. 7771-4. [C2077]

525 M.G. Midget, 1952 model T.D. 2-seater, ivory, red leather, tuned stage II, excellent condition; terms, exchanges—Rowland Smith, below.

125 M.G. Midget, 1933 8hp J2 2-seater, black, red leather; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£685—1954 T.F. sports 2-seater, black, beige leather, plated luggage grid, 3,000 miles, as new—Robbins, East Putney, Tel. 7881. [C3010]

JACK ROSE, Ltd., offer 1953 M.G. 2-seater, British Racing Green, almost unmarked; £585—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

M.G.—We have at the moment 5 pre-war M.G.s in stock at 37-1900—Portland Sports Autos, Meadowhead Garage, Sheffield 45947-8. [C4060]

1952 (Jan.) M.G. Y.B. 1½ saloon, grey/red leather, radio and extras, one owner, genuine 19,000 miles, perfect; £575—Below.

1951 (April) M.G. Y 1½ saloon, maroon, beige leather, heater, genuine 23,000 miles, perfect; £585—Below.

1949 (July) M.G. Y 1½ saloon, black, beige leather, heater, perfect; £495—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [C1465]

M.G. T.F. (September) 1954 267 miles, black green upholstery; offers of part exchange Minor de luxe—Central Garage, Hunsington 77. [C1190]

1937 M.G. 2-litre saloon black, carefully maintained, bills available exceed £200; £115—Ambassador 9393. [C1376]

1939 M.G. V.A. saloon, replacement engine, excellent order; £270—Oldway Links Hotel, Painsley 5932. [C1134]

ARCHIE SIMONS & Co., Ltd.—1949 (Dec.) M.G. 1½-litre saloon, colour maroon, low mileage, one owner since new; £575—94, Gt. Portland St., W.1, Lan. 1343. [C4013]

M.G. T.D. sports, 11,000 miles, immaculate throughout, spare unused; £595—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester, Tel. 60319. [C1059]

£265—1938 M.G. T.A., immaculate car, superb mechanical order, 3 months' guarantee, terms, exchanges, etc.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13, Pal. 2365. [C1615]

1951 M.G. 1½-litre saloon, green/grey and beige interior, a most attractive and economical car, taxed; £585—Coles Garages, Ltd., 42, Worpole Rd., S.W.19, Wimbledon 0195. [C1054]

1954 (June) M.G. T.F. roadster, mileage only 5,000 miles since complete overhaul regardless cost; new; £685; terms and exchanges—Corney Garage, Gorton St., Blackpool, Tel. 26838. [C1624]

1953 (June) M.G. 1½-litre saloon, black, beige leather, 13,000 miles, one owner, excellent condition; £750—Castle, Church Gate, Leicester, Tel. 62521. [C1099]

T.C. M.G. 1949 (late) 9.3.1, Laystall head, engine 500 miles since complete overhaul regardless cost; bills available, excellent condition—Tel. Lockshead (Southampton) 2031. [C1036]

M.G. 21, saloon de luxe, 1936, recently completely overhauled including new engine, excellent condition throughout; £225—Burton & Deakin, Ltd., Station Hill, Orpington, Kent, Tel. Orpington 7622/3/4. [C1978]

1953 (M-cy) M.G. T.D. 2-seater, red, in perfect condition, low mileage, £60 extras, including additional Andre shock absorbers, spotlight and reversing lamps, hood of latest material, heater, full tonneau cover, thief-proof ignition lock; £615—Box 8676. [C1407]

THIS 1948 M.G. T.C. black sports 2-seater is considered one of the best for its originality and performance, £375; also excellent 1937 T.A. 1250; terms and exchanges—Rois Automobiles, Ltd., 127, Parkway, N.W.2, Tel. Chancery 2000, Camden Town Station, Euston 2700 and 8894. [C3059]

M.G. Spares and Service

R
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for M.G.—Hampstead (Tube), N.W.3, Ham. 6041. [C4018/R]

SLOCUMBES, Ltd.

WE urgently require M.G.s of all models since 1933—Dudden Hill Lane, Willesden, N.W.10, Willesden 4869. Nearest Underground, Dollis Hill Sta. W14017

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s—Balderton St., W.1, Mayfair 3104. [C0969/R]

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex, Ealing 8841. [C3041]

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash—138-142, High St., Tooting, S.W.17, Bal. 3494. [C1095/R]

THE CAR MART, Ltd., London, wish to purchase M.G. cars—382, Streatham High Rd., S.W.16, Streatham 0054. [C0966/R]

C.N.K. MOTORS require M.G.s, particularly V.A. T.A., T.B. and T.C. models—353, Finchley Rd., N.W.3, Hampstead 5712. [C1052/R]

M.G. Spares and Service

TOLMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, B, A and L and M.

Magnette exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drive V.D. severs, rockers, rocker bushes, overhead valves, guides, springs and gasket sets with full range of M.G. spares always available; new vertical drive gears now available; we specialize in racing spares, write or tele.

TOLMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [C0349/R]

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.13, Wanstead 7783-4. [C0496]

M.G. Spares and Service

PERFORMANCE CARS.—M.G. sales, service, spares. Great West Rd., Brentford, Middlesex, Ealing 8841. [C3031/R]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1 Gro. 4141. [C1054/R]

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II, Laystall, Lucas cylinder heads, petrol tanks, fold-flat windcreens, sponsons and exhaust systems.—159-161, London Rd., Kingston 5621-2.

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19, Liberty 3083. [C0435/R]

MORGAN

WM
WELBECK MOTORS, Ltd., offer:—

1954 Morgan T.R.2 engine on 2-seater, in ivory with red interior; this car is probably the first second-hand T.R.2 Morgan ever offered, mileage 5,000, condition identical to new; offered at £750—£100 under list; the whole history of the car is known to us and it is offered with the same guarantee and incomparable service after sales facilities as when we sell a new Morgan.

WELBECK MOTORS, Ltd. (Officially appointed Agents for the Morgan), 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139 (6 lines). [C4049]

SLOCUMBES, Ltd.

MORGAN Plus 4 1952 2-seater; £475; part exchange; terms; guarantee—38/52, Dudden Hill Lane (nr. Dollis Hill Underground), Willesden 4869. [C4017]

395 M-cy—Morgan 4/4, November, 1950, drop head coupe, one owner, exceptional; terms, exchanges—Rowland Smith, below.

345 M-cy—Morgan 4/4, late 1948, special sports 2-seater, ivory, red upholstery, concealed hood, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1953 (August) Plus 4 4-seater, one owner, 5,700 miles; £550—Richards & Carr, 35, Kewerton St., London, W.1, Sloane 5424. [C3045]

MORGAN Plus 4 2-seater with TR2 engine, first licence Sept., 1954, 795 miles only; must get larger car, offer or exchange—Ashleigh, South 1503

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan—Hampstead (Tube), N.W.3, Ham. 6041. [C4018/R]

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash—138-142, High St., Tooting, S.W.17, Bal. 3494. [C1095]

MORGAN 4/4 official spare parts stockists, service and repairs—Basil Roy, Ltd., 161, Gt. Portland St., W.1, Langham 7733. [C1051/R]

MORRIS MINOR

CAR MART, Ltd.

1954 Morris Minor 2-door de luxe saloon, heater; £615—Car Mart, Ltd. 37, Davies St., Grosvenor Square, W.1, Mayfair 5011. [C1039]

B. J. HUNTER, Ltd., offer:—

1953 Morris Minor saloon, one owner; £525—Below.

1951 Morris Minor convertible, one enthusiast owner, much above average condition; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2, Tel. Gladstone 6303. [C2040]

PHILIP RICKARDS, Ltd., offer:—

1954 (Aug.) Morris Minor 2-door saloon, black/red, 1,600 miles.

1954 Morris Minor 2-door saloon de luxe, grey, 5,000 miles.

1952 (Nov.) Morris Minor saloon, grey/red heater, 10,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. [C3051]

C.M.I. CAR SALES (P.L. 6623) offer:—

1953 Morris Minor saloon, black; £525.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1951 2-door saloon, excellent condition; £475.

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

ACRES offer 1953 Morris Minor 4-door saloon, grey with red interior; £525.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, A.S.W.4, Tel. Macaulay 2211-2. [C1002]

1953 (September) Minor 4-door de luxe, 6,000 miles, as new; £575.

SCOTT CARS, 347, Finchley Rd., London, N.W.3, Hampstead 7779/8676. [C4006]

1954 Morris Minor 4-door saloon, black, one owner, 3,000 only; £625—Below.

1951 Morris Minor tourer, loose covers, Underseal, tubeless tyres, immaculate condition throughout; £435—Hale Motors, Ltd., Tot. 7771-4. [C2077]

MORRIS Minor 2-door saloon, June, 1953, grey/red, many extras.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). [C4022]

MORRIS Minor 1949, 26,000 miles, one owner, new tyres, perfect; £400 or nearest.—Grosvenor 2635.

1954 (October) Minor saloon de luxe, 130 miles only; grey; £610—Fleet 657. [C1489]

1954 (July) Morris Minor de luxe, 4-door, black, heater, mileage 3,600; £630—Draper, 15 Lancaster Grove, N.W.3. [C1577]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR
1953 Minor 2-door saloon, one owner, heater, excellent condition; £295.—Richards & Carr, 35, Kingston St., London, S.W.1. Sloane 5424. (C3045)
1954 Morris Minor 2-door de luxe saloon, works mileage, also 4-door saloon.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 2557/6970. (C3006)

445ms.—Morris Minor, 1952 tourer, Cambridge blue, excellent condition; terms, exchanges.—Rowland Smith, below.
375ms.—Morris Minor, 1949 saloon, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1950 convertible, immaculate, green, low mileage, replacement hood, screens, tyres modified suspensions; price £390.—Tel. Kingston 9148. (C3006)

1953 Morris Minor 2-door saloon, black-red, o.h.v. engine, an exceptional specimen, almost as new; £245.—John Triggs Ltd., Essex 1254. (C3045)
MORRIS Minor 4-door saloon de luxe, grey, heater, spot lamp; £495.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. (C3045)

1954 (Feb.) Morris Minor convertible, black, heater and Windtones; £540, with radio £574.—Munsey, Osney Mills, Oxford, Tel. 2846. (C4063)

1951 Morris Minor saloon, genuine 15,000 miles, green, heater, loose covers; £465.—Campbell Symonds, Perivale 4456. (C3037)

1950 Morris Minor tourer, original throughout; 1,600 miles, immaculate; £510; exchanges, terms, Rd., Brentwood, Brentwood 1968. (C306)

1954 Minor traveller's car, black, underseal, taxed, one owner £630.—Heath, Adderley, Market Drayton, Shropshire, 221. (C3045)

1952 (November) Minor convertible, green, beige interior, heater, etc., 12,000 miles, one owner since new; £495.—Robbins, East Putney Tel. 3811. (C3010)

FOUR-DOOR de luxe, August, '54, Morris Minor, 1,600 miles, taxed year; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

1952 (Oct.) Morris Minor 4-door saloon, one owner, immaculate; £510; exchanges, terms, Palmers, 3, Russell Gardens West, Kensington, W.14. Park 9704-5968. (C3034)

£565—June, '54 Morris Minor 2-door saloon, immaculate condition, one owner, 6,000 miles, taxed year.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

1950 Minor convertible, very well cared for, exceptional condition, just fitted new 7 weeks' heater, taxed; £415, consider part exchange.—14, Omington Gardens, Worthing, S.Wandean 849. (C4027)

1953 (July) Minor convertible, only 14,000 worth of extras, 6,000 miles; £560.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. (C4061)

1953 (December) Morris Minor 2-door saloon, one owner, ohv, Clarendon grey, red leather, de luxe specification, heater, radio, Underseal, extras. 50mpg, seen North of England; immaculate; £575.—Box 2677. (C3011)

FOR a really amazing increase of performance, improved equipment, developed over the last five years and of world-wide renown, gives the best results to both sv and ohv models; send for performance figures, road tests and full details.

SV Minor, fitted with every possible modification, Radiomobile, real leather upholstery, new tyres, faultless condition throughout; £485.—DERRINGTON, 159-161 London Rd., Kingston, Tel. 5621-2. (C3011)

OUR conversions, including twin carburetors, h/v head, high ratio rear axle, has proved itself in performance and economy; over 150 conversions in 4 months; send for details and road test demonstration any time; our special stock for the Motor Show weeks are—

1954 2-door saloon de luxe.

1954 Traveller's car de luxe.

1953 ohv 2-door saloon.

1953 ohv convertible.

ALL fully converted; exchanges, terms.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks Tel. 345. (C1094)

XXX 1954 (April) Morris Minor de luxe 4-door saloon, grey with red upholstery, heater, an absolutely immaculate 6,000 miles one owner car in spotless condition, written guarantee; £635; terms, exchanges.—H. F. Edwards, 172-4, Kingston Rd., Ewell, Surrey, Tel. Ewell 5101. (C3002)

PRIDE & CLARKE, Ltd.—1954 Morris Minor saloon, grey/red, 5,000 miles; £599; 1953, blue/red (8,000 miles, heater), green/green, choice 2, £539; 1953 convertible, grey/red, £479; 1951, black/red, £429; 1950, grey/beige, £369, three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3066)

£450—Morris Minor green, 1950, special detachable hard-top, reconditioned tuned engine, 2,000 miles, twin carburetors, special manifold and exhaust system and many other improvements in perfect order, maintained regardless of cost.—For details of numerous extras and modifications write Dr. Coombs, Hopiton, Diss, Norfolk. (C3013)

Morris Minor Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY owned Morris, 5, Brae Court, Kingston Hill, Surrey, Tel. Hill 2768. (W2037)

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

ALMOST new Minor required at once.—54, Streatham Hill, S.W.15. Tel. Streatham 2676. (W3016)

THE CAR MART, Ltd., London, wish to purchase Morris Minor Cars.—320, Euston Rd., N.W.1. Euston 1212. (W0716/R)

MORRIS EIGHT

H A. SAUNDERS, Ltd., Golders Green, offer:—

1947 Morris 8 4-door sunshine saloon, dark green/green hide, specimen car, highly recommended; £285.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The hire purchase specialists.

1939 Morris 8 Series E saloon, a really exceptional example of this very popular model, coachwork and interior unmarked, mechanically far above the average; 25,000s, or £65/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line 150yds). (C4047)

S.G.A. MOTORS who deal exclusively in Morris 8s, offer:—

1946 2-door saloon, in beautiful condition; £325.

1939 series E 2-door de luxe saloon, recellulosed, immaculate condition throughout, choice of 5; £265.

1938 2-door de luxe saloon, excellent condition; £195.

1937 2-door de luxe saloon, excellent condition throughout; £165.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchange.

S.G.A. MOTORS, Morris 8 Specialists, 10, 13 and 14, Atherton Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube), Western 5238. (C4063)

145 Morris 8, 1939 saloon, sliding head, leather, radio, good tyres; terms, exchanges.—Rowland Smith, below.

95ms.—Morris 8, 1936, 4-door saloon, leather, good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. (C4018)

1936 Morris 8 saloon; £95.—Chespost Garages, Ltd., Ledbury Rd., London, W.11. Barnes 1299. (C3045)

1947 2-door de luxe saloon, black/brown leather, sliding roof, much above average condition; £345.—Robbins, East Putney, Tel. 781. (C3010)

1948 Morris 8 saloon, excellent condition throughout; £365, part exchange or easy H.P. terms.—Beardmore, 26, Queensway, W.2. Bayswater 0136. (C3015)

MORRIS 8 1939 saloon, in exceptionally nice condition throughout; £315; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon, Thornton Heath 4657. (C3045)

MORRIS 8 4-door saloon 1937, black, new battery, tyres, as new, whole car in very good condition, taxed year; drive away bargain at £155.—Seen at: 24, Bourne Ave., Bolton Rd., Windsor 2748. (C3045)

Morris Eight Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS TEN

ACRES offer 1948 Morris 10 saloon, perfect condition; £395.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. (C1002)

1939 Morris 10 saloon, one owner, outstanding condition; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mounview 5228 and 5774. (C4054)

1947 (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1425-4. (C3063)

MORRIS 10 1939, immaculate; £250; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon, Thornton Heath 4657. (C3045)

1948 Morris 10 saloon, green and black, brown leather, one owner, in faultless condition good tyres, a bargain at £265 cash; terms, exchanges.—Tel. Waltham Cross 4923/4124. (C1075)

SERIES M 4-door de luxe saloon, black, brown interior, completely checked over in our own works; 5 months' guarantee, excellent condition; £392.5. Robbins, East Putney, Tel. 781. (C3010)

A BEAUTIFULLY wooden constructed 1949 Morris 10 4-door Estate car, fold-flat rear seats, full 5-seater; £330, consider exchange small saloon, cash adjustment.—Ambassador 1748. (C3059)

1939 Morris 10hp saloon, re-sprayed in black, fitted Tysan loose covers, recent new engine, good tyres and heater; choice of 2 more; £225 or £75 deposit, balance over 18 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C4071)

PRIVATELY owned Morris 10—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2037)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS TWELVE

1938 Morris 12 saloon, black, engine just been reconditioned, good tyres and bodywork; £215. Keys Motors, Ltd., 75-75, Albany St., N.W.1. Euston 6994. (C3011)

MORRIS COWLEY

1954—Morris Cowley saloon, works mileage.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. (C1010)

MORRIS OXFORD

WARWICK WRIGHT, Ltd., offer:—

1953 (October) Morris Oxford saloon, black, 2,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

BRADSTOCK MOTORS, Ltd., offer:—

£695—1954 model Morris Oxford traveller's car, 10,000 miles only, heater, loose covers, leather, one owner, immaculate.—Chase Rd., Epsom, Tel. 5696/7. (C1090)

1951 (September) Morris Oxford, colour blue, one owner, very good condition throughout; £485.—Haskins, Ladbrook 1155. (C3027)

MORRIS OXFORD

DENHAM'S GARAGE (ESHER), Ltd., offer:—

1954 (July) Morris Oxford Series 2 de luxe saloon, as new; £795.—Portsmouth Rd., Esher, Surrey, Tel. Esher 3560. (C3030)

1953 (June) Morris Oxford, 17,000 miles, one owner, grey and red, heater, taxed, spare unused, excellent condition; £610.—Tel. Tudor 4680. (C3030)

1952 Morris Oxford Series 1 saloon, green with green Vynide, heater, fog lamps, 17,000 miles; £565.—Below.

1953 Morris Oxford Series 1 saloon, grey with red, 5,000 miles; £625.—Nayfch 5242. (C3030)

1953 Morris Oxford, black, heater, 4,300 miles, excellent condition, care of expert; sale through ill health of owner; £650.—Box 8722, 1952

1952 Morris Oxford saloon, green, one owner, heater, £535.—Odeon Motors, Ltd., Barnes 1144. (C3028)

1953 Morris Oxford saloon, 9,000 miles only, heater, radio, whole car as new; £695.—Dunham & Haines, Luton 2100-1. (C1079)

1950 Morris Oxford, in new condition; £445; exchange Triumph roadster.—45 Shirehall Park, N.W.4. Hendon 1648. (C1440)

1953 (March) Morris Oxford saloon, green, grey, immaculate, 10,000; £645.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. (C1062)

1952 (December) Morris Oxford saloon, heater, etc., small mileage, as new, B.M.C. guarantee; £595; terms, exchanges. WEST LONDON MOTORS, 205-209, Fulham Palace Rd., W.6. Tel. Fulham 0066. (C1106)

ARCHIE SIMONS & Co., Ltd.—1953 Morris Oxford, colour green, speedometer reading 11,000 miles in showroom condition throughout; £635.—G. G.1 Portland St., W.1. Lan 1345. (C4013)

1950 Morris Oxford, one owner, heater, black leather upholstery, recellulosed and engine completely reconditioned; £435; h.p. possible.—Gordon Mackintosh, Gt. 7542. (C1077)

1954 Series 2 Morris Oxford, black, radio, seat covers, rimfinishers, screen washers, wing mirrors, as new throughout; £820.—The County Garage, Gerrards Cross 2379. (C3045)

1953 Morris Oxford saloon, 11,000 miles; £635.—British and Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2 (adj. Leicester Square Tube Station), Temple Bar 3588. (C1067)

1953 Morris Oxford de luxe, finished in green with leather upholstery and heater, almost indistinguishable from new; £635 or £160 down, balance 24 months, exchanges.—Finchley 7300. (C3045)

1952 (June) Morris Oxford, a genuine low mileage car in reconditioned; £550 or £140 deposit, terms, guaranteed.—Kirkdale Cars, Cobbs Corner, Epsom, S.E.26. Epsomham 6139. (C3066)

1953 (October), one owner, guaranteed mileage 12,448, de luxe black saloon, quite spotless, red leather, spare unused, taxed year; £585.—Specy Ltd., Horley (Surrey) 628 until 10 p.m. (C4020)

NOVEMBER, 1952, green, 21,000 miles, as new, £575, part exchanges and hire purchase; trade enquiries welcomed.—Walthamstow Motor Co., Ltd., 756, Lea Bridge Rd., Leyton, E.10. Tel. Leytonstone 4461. (C1063)

1953 Morris Oxford, finished black, fitted heater, one owner, low mileage, in virtually new condition; trade and part exchange enquiries invited.—C. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

13,000 miles, Morris Oxford saloon, Clarendon grey and red leather, heater, one owner, careful owner, immaculate car, taxed year; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

Morris Oxford Cars Wanted

ALMOST new Morris Oxford required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

THE CAR MART, Ltd., London, wish to purchase Morris Oxford Cars.—352, Streatham High Rd., S.W.16. Streatham 0254. (W0718/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

25 Morris Oxfords wanted; why accept less for your Oxford saloon or Travellers car when you can get its full market value from

FERRIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. (W2008)

1950 1/2/3 Hirecar Limousines required. Cash dealing. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street, Mayfair-2941. (W1006)

MORRIS SIX

OVERSEAS CARS, Ltd., offer:—

1950 Morris Six saloon, maroon, fitted heater, radio, excellent condition; £475.—For other Overseas car bargains see page 131.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. (C3031)

1950 Morris Six saloon, black/brown leather, heater, exceptional condition, taxed, 3 months guarantee; £450.

L.M. MOTORS, Ltd., 101, Brighton Rd., Coulsdon, Uplands 4841. (C3066)

1953 series Morris Six, one owner, 6,000 miles only, as brand new; £650; written guarantee; h.p. exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54 anytime. (C4065)

1953 series, reg. Nov., 1952 Morris Six, one owner, mileage 23,000, clarendon grey, faultless condition, offers or part exchange small; Seven Woods, Slaveron, nr Cheltenham. Tel. Cheltenham 2137. (W4018/R)

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MARSTON MOTOR Co., for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (C0098 R)

XXX H. F. Edwards offer immediate cash for good Morris.—200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Spares and Service
KINGSTON-ON-THAMES, Morris agents and specialists.

G. WILKINSON, Ltd., 1, Weston Park, and 84, Eden St. Kin. 2241-2. (S4053/R)

MORRIS genuine spares and specialist service in the West End.

MORRIS & CO., Cleveland Garage, Cleveland St. Tel. Mus. 1932. (C342/R)

MORRIS, the official stockists, for spares, service and repairs.

T. Lankester Engineering Co. Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. (0917/R)

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units, spares and accessories—Wel. 1101. (0365/R)

OLDSMOBILE
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." (C4015)

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. (0627/R)

1949 Oldsmobile convertible, Rocket 98, all electric radio and heater, red—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. (C4028)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600). One only, new 1954 Super, 88 4-door saloon at list price, for delivery immediately after Motor Show. (0576/R)

OLDSMOBILE main dealers.
LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. (0627/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers—Wembley 8691/3903. (W4015/R)

DISTRIBUTORS (RAWLENCE), Ltd.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post-war models at good prices. (0113/R)

OPHEL
95—Opel Cadet, 1938 12hp saloon, good condition, terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service—1-6, Southampton St., Southampton. Tel. 23266/24944. (0526/R)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Opel—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Opel Spares and Service
LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. (0513/R)

PRIDE & CLARKE, Ltd., Opel stockists, quotations; c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. (S3068/R)

PACKARD
GUY SALMON AUTOMOBILES offer:—

1947 Packard Clipper, 29hp saloon, a first-class example, fitted radio, heater, etc., mileage 35,000, right-hand drive, an ideal car for the business executive or doctor—Forthmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4201)

PACKARD, 1150, 26hp, 1936, 2 owners, only recently reconditioned, exceptional condition—Barbour, Cowden, Kent. Tel. Cowden 2145. (1483)

1948 Packard 4-door saloon, one owner, radio and heater; £750—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd. S.W.3. Kensington 4858. (C4024)

AN original and superbly kept 1939 Packard Club with fixed head, four-door coupe, low mileage, column change; £235; terms and exchanges—Rois Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 3894. (C3065/R)

LIPOUSINE, 1937/34hp, partition, widest occasional, excellent condition, black, reasonable cost, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

PACKARD CARS WANTED
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0191/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers—Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Packards—91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

7-PASSENGER modern partitioned Limousines, also good condition Super-8 1937/38, cash waiting, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

PACKARD Spares and Service
JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists—91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0191/R)

PEUGEOT (actual show stand model) Peugeot 203 saloon right-hand drive, fitted radio and many extras inc. heater, wonderful performance on overdrive with economy, unrepeatable opportunity to acquire one of these scarce and desirable cars. £525; terms, exchanges considered—Corner Garage, Gorton St., Blackpool, Tel. 26638. (1940)

PEUGEOT 203 saloon required—Vandyke 2975, 9 to 4 o'clock. (19856)

PLYMOUTH
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." (C4015)

PONTIAC
METCALFE & MUNDY, Ltd.

PONTIAC first registered October, 1952, de luxe 6-cylinder sedan, fitted radio, heater, nylon covers and all extras; £795.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5, Frenantle 5471. (C3064)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." (C4015)

£295—Silver Streak 6 Special sedan, 1949 (re-registered), superb—Value Cars, Prospect 7520. (C4068)

RHD 1953 Pontiac show model 4 door saloon, radio and heater, 6,000 miles, whitewall tyres—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

1938 Pontiac Silver Streak saloon, black with brown leather upholstery; £150—Le Grice Elias 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2055)

1950 (regd.) Pontiac 6-cylinder saloon, 2-tone blue, excellent appearance, sound mechanical condition; £565; written guarantee; h.p. exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54 anytime. (C4065)

1950 (Oct.) Pontiac Silver Streak 8-cyl. saloon, radio, heater, 34,000 miles, two owners; price £800—Staravia Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600. Ext. 220. (1369)

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers—Wembley 8691/3903. (W4015/R)

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London S.W.3. Tel. Flaxman 752-4. (C4028)

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (0617/R)

PORSCHE
A.F.N., Ltd.

SOLE concessionaires for Great Britain, official service and spares—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (C2015)

COLBORNE GARAGE, Ltd., Ripley Surrey. Tel. 2361. Specialists in Porsche repairs and service. (0629/R)

RACING CARS
LOTUS M.G. Mark VIII aerodynamic sports racing car, full details from D. Marbury, 59, Netherhall Gardens, N.W.3. Hampstead 5732. (1567)

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula 11 racing cars.

ACRES offer their 1952 Mark VI racing Cooper with double-knocker Norton engine, tuned by Lancelotti. Full particulars from H. R. Povah, Acres Autos, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

RAILTON
A-ONE MOTORS (RAILTON), Ltd.—All Straight-8 models, also spares and reconditioned engines—Tate Gallery 0192 and Vandyke 5181. (0333/R)

REQUIRED, really good Railton—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

RELIANT
RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1954 Reliant Regal tourer, 1,500 miles only, owner unmarked and as brand new; 339s or £71/19 deposit.

HIRE purchase terms on the spot with no references. No formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting 511 branches and departments (Kilburn Park Station, Bakerloo line, 130 yards). (C4047)

RENAULT
RENAULT cars, spare parts, repairs and service—Renault, Ltd., Western Ave., Acton, W.3. Acton 4856. (0421/R)

ELITE MOTORS offer:—

1946 (registered) Renault 12 4-door saloon, blue/grey leather interior, although built in 1946 from 1939 components this car is in exceptionally fine condition, fitted radio, taxed, hire purchase terms available; £225.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

AUTO SALES (LONDON), Ltd. offer:—

1952 Renault 750 saloon, one owner, finished in gunmetal grey, 11,000 miles only; £475—Auto Sales (London), Ltd., Belisle Rd., N.W.6. Maids Vale 5555. (1928)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875. Established 1905. Offer:—

1954 Fregate 2-litre Demonstrator, black saloon, 5,000 miles, loose covers, extras and taxed; £390.

1954 750 saloon de luxe, sunshine Demonstrator, loose covers taxed, 7,000 miles; £550.

1954 750 saloon deuxe, taxed, loose covers, 5,000 miles; £550.

1938 17.3 saloon de luxe, black/red, new tyres; £150. (C4070)

SPECIAL offer, one only, 1954 Renault Fregate Admiral 2-litre saloon, unused, show model only, offered at cost and with exchange welcome—Russell's Garage, Liverpool Rd., Southport, Tel. 6156 (Maxhull) 456 evenings. (1197)

MAYFAIR GARAGES, Ltd.—Renault (March, 1953) 4-door de luxe saloon, bronze, one owner, small mileage, almost indistinguishable from new; three months' guarantee; £495—Bolderton St., W.1. Mayfair 3104-5. Open 9-6. Saturdays, 9-1. (C3009)

RENAULT
1952 (June) Renault 8 saloon, model 750, grey, 16,000 miles only; £450—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

245—Renault 8, 1949 4-door saloon, one owner, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Renault Cars Wanted
WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. (W4070/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Renault Spares and Service
GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors—East Glamorgan—spares and service—Tel. 20531. (0911/R)

RILEY
PC

PERFORMANCE CARS ANNEX NUMBER 2—Good selection of guaranteed Rileys; we select from 150 cars.

RILEY 16/4 Blue Streak Kestrel saloon 1938, £285; Riley 16/4 Adelphi saloon overdrive 1938, £245.

RILEY 12/4 Kestrel saloon 1937, £265; Riley 12/4 touring saloon 1937, £265.

RILEY 12/4 Merlin saloon 1936, £215; Riley 12/6 Adelphi saloon 1937, £225.

RILEY 12/4 Falcon saloon 1936, £195; Riley 12/4 Kestrel saloon 1934, £155.

RILEY 12/4 Lynx tourer 1935, £115; Riley 9hp Lynx tourer 1933, £165.

RILEY 9hp Brooklands based 2-seater special; £255.

IMMEDIATE hire purchase, insurance and part exchanges—See also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. (C3041)

CAR MART, Ltd.

1953 Riley 2½-litre saloon, radio, heater; £995—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (C1039)

GORDON & GLYNN

ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

1938 2-seater Sprite, superb condition, £425—manual box, outstanding performance and excellent looks.

£265—1937 1½-litre Kestrel Sprite, a very genuine example of this most desirable model, tyres all new.

£245—1937 Kestrel Short 6/15, excellent maintenance history with full details from D. Marbury, 59, Netherhall Gardens, N.W.3. Hampstead 5732. (1567)

£225—1937 9hp Monaco, a most attractive car now undergoing engine overhaul in our work-shops, complete this week.

£195—1936 Falcon 1½-litre, a really lovely runner, immaculate black cellulose coachwork and smart interior, taxed December.

£195—1936 9hp Merlin, in similar order to the above and a most economical car.

£185—1934 9hp Kestrel, a little beauty in every respect, fitted manual 4-speed gear box, etc.

£65—1932 9hp Monaco, really reliable.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop checked, open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189/195, Pavilion Rd., Sloane St., S.W.3. (3 minutes Sloane Square Tube). Sloane 8325/4426. (C2075)

RILEY CARS offer:—

1955 1½ available from stock, choice of colour.

1954 Pathfinder, blue, grey upholstery, 5,000 miles; £1,375.

1954 Pathfinder, grey, maroon upholstery, H.M.V. radio, 6,000 miles; £1,375.

1952 (October) 2½, black, brown upholstery, heater, 21,000 miles; £995.

55-56, Pall Mall S.W.1. Trafalgar 7311. (1233)

BOON & PORTER, Ltd.

1954 Riley 2½-litre Pathfinder, blue, 7,500 miles, unscratched; £1,375—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4444. (C1022)

ELM AUTOMOBILES offer:—

AN outstanding Riley model M.P.H. 2-seater, silver-grey with red interior fitted highly tuned 4-cylinder engine, the whole car is in amazing condition having covered a genuine low mileage from new in the hands of two enthusiastic owners; £425—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. See also display advert, page 129. (C2067)

TOM GARNER, Ltd., offer:—

1954 Riley 1½-litre saloon, grey, 4,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

MAIDSTONE ENGINEERING Co.

1948 Riley 2½-litre sportsman's saloon, finished in interior, fitted excellent tyres, the performance of this car is really outstanding; £485.

1948 Riley 2½-litre saloon, finished in the very attractive colours of black wings and grey centre panels, the interior is upholstered in fawn, fitted radio, mechanically in exceptional condition; £495.

1949 Riley 2½-litre saloon, finished in maroon interior, fitted all excellent tyres, taxed, this car has been tuned and is capable of a genuine 100 mph with over 20 mpg, ideal car for the true Riley enthusiast; £550.

ALL above cars are guaranteed; immediate private hire purchase and insurance; exchanges.

CROSS ST., Pendleton, Salford 6, Manchester. Pen. 3457. (C3000)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

1951 2½-litre Riley saloon, finished black, fawn leather, fitted heater, screen washers, excellent condition throughout; £695. (C1001)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

MAYFAIR COUNTRY CARS offer:—

1951 (April) 2½-litre saloon, black, brown leather, superb condition; £695.

1949 2½-litre saloon, H.M.V. radio, heater; £550.

EASIEST of terms: exchanges—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3008]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/beige, heater; £1,205/5/10.

ASTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004]

CLARKE & SIMPSON, Ltd., Riley Sales and Service.

1954 (August) Pathfinder, 2,000 miles, absolutely new, at maker's list price; £1,596.

1953 (June) 1½-litre saloon, black/brown leather, one owner, 3,000 miles; £695.

1952 (May) 1½-litre saloon, black/red leather, one owner since new; £795.

1952 (February) 2½-litre saloon, grey/red leather, one owner, 21,000 miles; £845.

AUTHORIZED to issue B.M.C. warranty to cars which qualify.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048]

1955 Riley 1½-litre saloon, new, for immediate delivery; list price £1,205/5/10, also.

1953 Riley 1½-litre saloon, genuine 6,000 miles, heater, choice of two; from £845.

RIPCO, Ltd. (Rovers purchased), 16, Altemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

UNUSUALLY good Riley 9 saloon, 1954; £135.—Jor-4nn, 62, Elm Park Rd., Fia 2531, 2514.

1953 Riley 4, deiphi 15/6, sound specimen, taxed December; £180 o.n.o.—Box 8654. [1373]

SUSSEX specialists for Riley cars and spares—Caylins, Ltd., Lewes 1221. Successors to Lewis Motors. [C0057/R]

£465.—Riley 1½-litre 1946 4-door sports saloon, exceptional cellulose, interior, chrome, etc., good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017]

1950 (May) 2½, Riley saloon, maroon, heater, one owner, exceptional, 20,000 miles; £675.—Teddford, Ltd., Temple Bar 5336. [C3049]

£595.—1948 9 Riley 2½ saloon and 1946 Riley 1½ saloon; £545.—Autowork, Ltd., Southgate St., Winchester, Tel. 4924. [C1010]

1951 (Dec. 1950) Riley 2½-litre saloon, loose covers, screen washer, etc., low mileage, immaculate; £625.—Clock Garage, Theale, Berks. Tel. 1445.

1935 Riley Falcon saloon, sliding roof, well maintained; £125.—Richards and Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045]

1937 Riley Kestrel 12 4, one owner, garage maintained; £210, Bone, 14, Lower Church St., Syston, Leicester. [1392]

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348. [C3048]

1948 2½-litre saloon, fitted radio, new tyres, spot-lights, an immaculate car in black with red interior; taxed; £515.

BRIAN FINGLAS, Bugatti and Alfa-Romeo, 2, Pembroke Mews, W.11. Bayswater 3951. After 6, Livingstone 7777. [C2009]

1948 Series Riley 1½-litre saloon, black/brown leather, heater, very sound car throughout, taxed, guaranteed 3 months; £550.

K. M. MOTORS, Ltd., 101, Brighton Rd., Coulsdon, [C2009]

RILEY 1½-litre, December, 1946, black/red, heater, screenwashers, exceptionally good condition inside and out; £470.—Tanner, Bath Rd., Frome, Tel. 2944. [1375]

ADELPHI 1936 12 4, sound mechanically and bodywork, new tyres, battery, pump, springs, Dunlopillo carpets, etc., insured; £105; seen north England.—Box 8709. [1542]

£595.—1949 sports saloon, black, green hide, maintained and serviced regardless of cost for company drivers, superb condition.—Robins, East Putney, Tel. 7681. [C5010]

1950 (Jan.) Riley 1½-litre saloon, black, beige leather, heater, perfect; £645.—Gibson's Sports Car (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1484]

1950 (Jan.) Riley 1½-litre saloon, black, beige leather, heater, perfect; £645.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9806]

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted; must be low mileage; distance no object.—Green and Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028]

1½-litre saloon, black, 1952, taxed, excellent condition; £725, part exchanges and hire purchase, trade enquiries welcomed.—Walthamstow Motor Co., Ltd., 736, Lea Bridge Rd., Leyton, E.10. Tel. Leytonstone 4461. [1052]

1952 model Riley 2½-litre, radio, heater, seat covers, wind defectors, immaculately finished in ivory, one fastidious owner, open A.A., R.A.C. in inspection; £725.—Wanstead 2604, 6, Herent Drive, Iford, Essex. [1442]

1946 brown leather upholstery, heater, twin long-range driving lamps, in immaculate condition throughout; £455.—Johnson Motors, Washbrook Rd., Rushden, Northants. Rushden 3181. [1570]

1952 (June) 2½-litre Riley saloon, R.M.F. series (open prop. shaft), finished grey with red leather, 28,000 miles, exceptionally good engine, an excellent example throughout; £775.—Gatensbury Bros. Ltd., Column Garage, Shrewsbury, Tel. 6272. [1326]

AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment. Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. [0446/R]

1947 (November) Riley 2½-litre saloon, black with pale green leather upholstery, bodywork and interior in exceptionally good condition, mechanically excellent throughout; £475.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019]

RILEY

£665.—1950 Riley 2½-litre saloon, in maroon with hide upholstery to match, heater, demisting and H.M.V. press-button radio built in, one previous owner, bills, etc., available for all maintenance since the car was new, an immaculate specimen.

LSO available a 2½-litre drop head coupe of the same year and a 1951 5-seater Roadster fitted new engine.

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue; open till 8 p.m. [C1035]

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3. Ham. 6941. [W4018/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

RILEY cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

241 Riley required by private buyer, low mileage—Box 8713. [1569]

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0151. [W3008]

YORKSHIRE.—The Riley Buyers, Barkers of Chakwood, Leeds, 8, Tel. 65-8236/7. [0094/R]

C.N.K. MOTORS require clean, pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5713. [0235/R]

PERFORMANCE CARS urgently require Riley.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

THE CAR MART, Ltd., London, wish to purchase Riley cars.—352, Streatham High Rd., S.W.16. Streatham 0054. [0969/R]

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill S.E.25. Forest Hill 2244/5. [0246/R]

REPAIRS! Overdrive gear boxes, dampers, gears; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 2077. [S4100]

ARCTIC ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0235/R]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R]

RILEY distributors for 28 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. [6622]

ROLLS-ROYCE

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1052]

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1052]

OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

1950 Silver Wraith H. J. Mulliner touring limousine, dark blue with blue hide, 35,000 miles; £3,950.

1948 Silver Wraith James Young 2-door saloon, black with grey hide, 24,800 miles; £2,580.

WRAITH enclosed drive limousine by Park Ward, black, 44,000 miles, first delivered in March, 1946; £1,151.

5242, Park House, North Audley St., W.1. Mayfair [C5030]

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ROLLS-ROYCE

BOON & PORTER, Ltd.

1939 25/30 H. J. Mulliner sedan de ville saloon, 7 seats, finished in black, disappearing division, one owner, 54,000 miles; £1,250.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022]

RUSSELL MOTORS offer:—

1937 25/30 Rolls-Royce sports saloon, genuine leather, mileage under 50,000, very large boot.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

EVANS & O'MALLEY offer:—

1935 Rolls-Royce 20/25 saloon by James Young finished grey and blue with grey hide upholstery, engine overhauled this year, as new throughout; £850.—Lowndes Square, Knightsbridge, S.W.1. Sloane 1555-1709. [11603]

MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith touring limousine by Hooper, black with fawn leather upholstery; £2,350.

MANN EGERTON & Co., Ltd.

14, Berkeley St., W.1. Hyde Park 2073. [C2006]

MASCOT MOTORS, Ltd., offer:—

1938 30hp Arthur Mulliner semi-racer edge sports saloon with division; £1,075.

1936 30hp Barker owner-driven saloon with division; £800.

1935 25hp Barker owner-driven sports saloon; £775.

1934 25hp Park Ward sports saloon; £650.

1934 25hp Gurney Nutting drop head fourseam coupe; £650.

1934 25hp Barker sports sedan; £475.

1933 25hp Gurney Nutting sports sedan; £475.

1933 25hp Thrupp & Maberly sports saloon; £500.

237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007]

CHIPSTEAD MOTORS, Ltd., offer:—

LATE 1928 Windover 2-seater drop head coupe, beautiful condition throughout, black, red leather, new tyres, believed one owner since new, genuine bargain; £295.

22hp Replica drop head coupe, bumpers, heater, pass lamps, etc.; £395.

25hp 1935 saloon by Park Ward, black, new tyres, fitted heater, sunshine roof, recent extensive overhaul; £445.

25hp late 1936 most attractive low Continental fixed head fourseam coupe and reconditioned engine, specimen, radio and heater, etc.; two owners; £750.

30hp late 1936, fitted with beautiful basket work, sedan body with carriage lamps by Windover, bills available for reconditioning, low mileage.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253 7154. [C1046]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 Rolls-Royce 20/25 Thrupp & Maberly saloon in perfect condition; £650.

COOMBS & SONS (Guilford), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Guildford 6807-8-9.

SWANMORE GARAGE, Ltd., Bournemouth (J. W. Medley, A.M.I.S.E.), offer:—

ROLLS-ROYCE Silver Wraith by Hooper, Ltd., Sept. 1949, R.R. engineer and overhaul, automatic gear, Maberly outstanding condition; £1,575.

ROLLS-ROYCE (1936, Sept. 25/30) by H. J. Mulliner, dual colours, outstanding condition; £895.

ROLLS-ROYCE 1935 20/25 by James Young, complete Rolls-Royce overhaul; £775.

ROLLS-ROYCE 1937 Phantom III by H. J. Mulliner, outstanding condition; £1,085.

1934 Rolls-Royce 20/25 by Farandez and Darren Continental drop head coupe; £665.

DISTANCE immaterial; exchanges, etc.

TELEPHONES 43344 & 43345 Southbourne.

1176.—1180, Christchurch Rd., Boscombe B. [C4024]

ROLLS-ROYCE 25hp d/head coupe, excellent condition; bargain.—Ring Bay, 7199. [1479]

HEARES stocked; beaver or deck, variety from £150; all enquiries welcomed. Below.

A. E. AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Phone Richmond 1161. [9687]

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 (box) fitted very beautiful 4-door sal. body by James Young with electric division; this most unusual car has covered 2,900 miles only and is in new condition throughout; colour blue. [C2895]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elin Ave., W.9. Cunningham 5936. [C2010]

£95.—Rolls 22hp Park Ward limousine, 1926.—Lt. (A) Daron, R.N.V.R., R.A.F. Benson, Oxfordshire. [1619]

1939 Rolls-Royce Wraith, magnificent semi-racer body, immaculate throughout; £1,450.—Box 8301. [9512]

MASCOT MOTORS, Ltd., specialists in new hearse bodies on reconditioned and guaranteed Rolls-Royce chassis.

237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007]

1933 Rolls-Royce 20/25 Hooper owner-driver saloon, sun roof, enclosed boot, black, excellent condition; £495.—Below.

1935 Rolls-Royce 20/25 Mann Egerton owner-driver saloon, sun roof, enclosed boot, black, excellent condition; £635.—Jacquier, Ltd., 225-7, Hammersmith Rd. W.6. Riverside 6777-8. [C1045]

1937 30hp Windover fourseam drop head coupe, grey, speedo 46,966 (reputed genuine); £1,000.—Campbell, Symonds, Wembley 6262. [C1037]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

1936 Rolls-Royce owner-driver Thrupp and Maberly 25hp saloon, beautiful lines; £795—Aldershot, Ltd., Southgate St., Winchester. (C1010)

ROLLS-ROYCE saloons and limousines, all models, at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7684. (C1010)

ROLLS-ROYCE shooting brake with Belgravia body on 1935 reconditioned 20/25 chassis, heater, radio and other extras; £600.—Carter & Viner, Bexhill 310. (C1010)

1938 Rolls-Royce limousine 7-seater, division, swept tail, Bedford cloth interior, immaculate throughout, very low mileage; offers over £1,100.—Box 8711. (C1010)

1938 Phantom III Rolls, H. J. Mulliner, 7-seater limousine with face-forward occasional, 62,000 miles, in superb condition; private sale; £1,000. Lee Green 8521. (C1010)

1938 Rolls-Royce P. III Hooper limousine, very remarkable body condition, engine completely overhauled; £975.—Chepstow Garage, Ltd., Ledbury Road, London, W.11. Bayswater 2849/6020. (C1010)

1937 Rolls-Royce 25/30 H. J. Mulliner saloon with division and sedan hood, 59,000 miles, most beautifully maintained; £795.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, W.1. Sloane 5213. (C1010)

1938 Rolls-Royce Phantom III close-coupled semi-racer-edged owner-driver saloon, magnificent condition, an unrepeatable low-mileage car; Taylor & Crawley, 42a, Bayswater, W.11. (entrance Adams Road), Mayfair, W.1. Gro. 6881. (C1010)

G & M ALFRED'S (1936), Ltd.—1937 Rolls-Royce 25/30, owner-driver swept-back Barker saloon, £600 recently spent, engine reconditioned by Messrs. Rolls, outstanding condition throughout; £765 only.—6-7, Warren St., W.1. Euston 3268. (C1010)

695 gns.—Rolls-Royce, late 1935, 20-25hp owner-driver saloon by Barker, black, sliding head, fawn leather, heater, carefully used, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1010)

OWNER-DRIVER SERIES GUL, 30hp, winding partitioned Deluxe Hooper 4-light Saloon, extending boot, black, excellent condition, reasonable mileage, carefully maintained, £695. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair. (C1006/7)

CAMDEN MOTORS, specialists in limousines, offer a choice of six Rolls-Royce limousines, 20/25 and Phantom II models, nearly all one-owner cars with forward occasional and division; prices from £1,455; write for special Fire Car catalogue to Camden Motors, Leighton Buzzard 2041. (C1010)

THE SOUTHERN MOTOR CO. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/£600. Works, Old Runts Green, Lowfield Heath (adjacent to Gatwick Airport); Office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. (C1054)

1935 Rolls-Royce 20/25, owner-driver sports, ride control, completely overhauled at a cost of over £400 500 miles ago, finished black with green leather, beautiful condition throughout; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

R. C. MORTLAKE offers: 1933 25hp Rolls-Royce owner driver sports saloon, with boot by Windover, in exceptionally fine condition; £435; 25-30 7-passenger enclosed limousine, leather throughout, forward seats meeting, tilted owner, known mileage, really immaculate, £895; Wraith semi-racer-edged owner driver sports saloon, by Hooper, radio, heater, chrome, division, 11,695; exchanges, terms.—R. C. Mortlake, 255, Kensal Rd. London, W.10. Arnold 4604/6452. (C1017)

£595—Rolls-Royce 20/25 Estate car/shooting brake, overhauled by makers, modernised to post-war appearance with beautifully styled radiator edged coachwork in mid green and chrome with P.100s. Windtones, spots, chrome discs, overriders, etc.; the full 7-seater body is in solid ash metal roof and rear quarter panelled; fully trimmed throughout in beige hide and green piping with carpet to match; interior coachwork, leather, chrome and chrome seats fold and leave spacious rubber floor with rear drop tailboard, whole car is in immaculate condition and can be viewed below.

HAVERSTOCK GARAGE, 50, Haverstock Hill, N.W.3. Gulliver 2422 or 2662. (C1583)

A & S Limousines Selection 1937 partitioned swept tail 30hp, Limousines, Hooper, Thrupp, Rippon, forward occasional, excellent condition carriages, black, certified mechanically, competitive prices. **LIMOUSINE** 1938/30hp, partitioned Rippon, widest occasional, exceptional order, black, £1,075, immaculate.

WRAITH 1939 partitioned Park Ward limousine, widest occasional, desirable condition, low mileage, black, carefully maintained, reasonable cost. **ALPE AND SAUNDERS** Ltd. (Seven passenger Rolls-Royce Specialist), Providence Court, North Audley Street, Mayfair-2941. (C1006)

Rolls-Royce Cars Wanted

C **THE CAR MART, Ltd.**—Official Retailers, wish to purchase Rolls-Royce cars.—Glooucester House, 150, Park Lane, W.1. Grosvenor 3434. (C1097/R)

JACK **OLDING & Co. (MOTORS)**, Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. (C1030)

J. MARSHALL **WANTED**, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL 369, St. Albans Rd., Watford. Tel. Garston 2369. (C1048/R)

WANTED, 3½ or 4½ Rolls-Royce or Bentley tourer.—Box 8679. (C1416)

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ledbury 1251-2. (C1007)

ROLLS-ROYCE Cars Wanted **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PERFORMANCE Cars urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 35041. (W2001)

ROLLS-ROYCE Phantom III limousine required; about £500.—"Greenways," 81, Alresford Rd., Winchester. (W1010)

XXX H. F. Edwards offer immediate cash for good Rolls-Royces.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

REQUIRED, really good owner-driver Rolls-Royce.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Livingstone 3362. (C1034/R)

LIMOUSINES 25/30hp, good condition, with forward occasional, require Details please, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war, reconditioned, mechanical and special tools available; cellulose and panel beating executed on the premises.—Crawley Garage, Ltd., Ripley, Surrey. Tel. Ripley 2361-2. (C1035/R)

Rolls-Royce Spares and Service

C **COLBORNE GARAGE, Ltd.**, are pleased to announce that as in pre-war days they are once more specialists in the repair and overhaul of Rolls-Royce and Bentley cars; experienced mechanics and special tools available; cellulose and panel beating executed on the premises.—Crawley Garage, Ltd., Ripley, Surrey. Tel. Ripley 2361-2. (C1017)

JACK **OLDING & Co. (MOTORS)**, Ltd., official Rolls-Royce service, overhaul and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. (C1010)

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. (C1030)

JACK BARCLAY SERVICE, 18, Providence Court, North Audley St., Mayfair 5242. (C1030)

LARGEST official repairers Rolls-Royce cars. Servicing, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. (C1010)

CHARLES POLLETT, Ltd., officially appointed repairers and rebuilders.—18, Berkeley St., W.1. Mayfair 6266. (C1010)

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. (C1010)

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunnings 5357-5-3. (C1010)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 3362. (C1006/R)

ROVER 10

CAMDEN MOTORS offer a choice of six post-war Rover 10s from 1946 to Dec., 1947; all carefully selected cars, guaranteed in writing.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue, open till 8 p.m. (C1035)

£135—Rover 10 saloon, 1936 (March), blue/blue leather, "hole car in exceptional order, taxed; terms.—Blewett, Bayswater 2518. (C1571)

ROVER 12

EXCELLENT Rover 12 4 saloon, 6-light, outstanding condition throughout, 1937, taxed December; £295 or exchange with cash for post-war 8 or 10 saloon. (C1013)

125 gns.—Rover 12, 1936, model saloon, grey, blue leather; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1013)

£544!!! Rover 12 de luxe saloon; this vehicle has been maintained in better than average condition, first registered 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 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2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)
1948 Rover 75, one owner, superb condition; £365.
—Kirkdale Cars, Cobbs Corner, Sydenham
S.E.26. Sydenham 6129. [C2068]

LAND-ROVER
OFFERED by:—
EVANS (WIMBLEDON), Ltd., a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [0195/R]
HARVEY HUDSON, Ltd. (the Land-Rover specialists), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country:—
1954 Land-Rover, 3,000 miles, as new, £640; choice of three from £610.
1953 model Land-Rover, 14,000 miles, exceptional condition, one owner; £485.
1951 and 1952 Land-Rovers in fair condition, offer's required.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039]

1951 Land-Rover, green, one owner, private motorist only; £395.—Hale Motors, Ltd., Woodford, 7771/4.
1954 (April) Land-Rover, 66in wheelbase, 4,300 miles used only on roads, condition as new; £530.—Box 8590. [1251]
G & M ALFREDS (1936), Ltd.—1953 Land-Rover, privately used, above average condition, £675.—G & M Alfreds, Ltd., 6-7, Warren St., W.1. Euston 3268. [C1005]

LAND-ROVER, 1952, excellent engine, good tyres, one private owner, used on roads only; nearest £350; also 10cwt Dixon Bate trailer.—"Windrush," Keston, Ashover, Chesterfield. [C2077] [1348]

Land-Rover Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]
HARVEY HUDSON, Ltd. (the Land-Rover specialists) wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039]

ROVER MISCELLANEOUS
HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 285, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 507).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477)
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0029/R]
BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. [0030/R] 5346.
Rover Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]
COMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R]
ALMOST new Rover required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]
BIRMINGHAM.—Post-war Rovers wanted, distance no object.—Hutton Motors, Ltd., 71, Broad St., Midland 2457. [0214/R]
ROVER wanted, post-war, saloon, coupe or tourer.—R Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 6638. [W4039]
GORDON & GLYNN, 189/195, Pavilion Rd., S.W.1. G urgently require '39/39 Rover sports saloons, drop head coupes and sports tourers for cash.—Sloane 8326/4426. [W2075]
POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acce Lane, Brixton, S.W.2. Brixton 4011. 3, Dorking Rd., Epsom, Surrey. Epsom 3901. [0047/R]

Rover Spares and Service
KJ MOTORS, Ltd., agents, reconditioned units, 34, Gilling, Radiomobile agents.—Bromley, Ravensbourne 3456. [0966]
LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. [0219/R]
EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0153-45. [0147/R]
COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R]
LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R]
R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available. —121, Romford Rd., Forest Gate, E.7. Maryland 4816. [0047/R]
DAVID ROSENFELD, Ltd., Rover Distributors. Lancashire and Cheshire; very large spares stock available.—Chetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R]

SIMCA
ANTHONY CROOK, new and used Simcas, Caterham Hill, Surrey, Caterham 2232. [C1063]

SIMCA
SUPERB Aronde saloon, 12,500 miles, as new; £675, guaranteed.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061]

1954 Simca Aronde, 2,600 miles, grey, taxed as new; £685; terms, exchanges.—Peter Gust, Ltd., Gaywood, King's Lynn, Tel. 4129. [18601]

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley, Tel. Perivale 5551. [0355/R]

SINGER
SLOCUMBS, Ltd.
SINGER Roadster 1951, fine order; £395; part exchange, terms, guarantee.—55-52, Duddell Hill Lane (nr. Dollis Hill Underground), Willesden 4959. [C4017]

UTOMOBILIA, Ltd., offer:—
1950 Singer 1500 4-door de luxe sunshine saloon, black, beige leather, radio, heater, flame thrower spotlamps, wing mirror, excellent condition; £425.—Automobilia, Ltd., Pippbrook Garage, Dorking 4904. [C1089]

PARADE MOTORS (MITCHAM), Ltd., offer:—
1948 Singer roadster, in very beautiful condition, fitted radio; £325.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3036]

1948 Singer 10, one owner, thoroughly sound condition; £275.
CLARKE'S OF PIRBRIGHT, near Woking, Surrey. [C1049]

1951 Singer S.M. 1500, as new; £495.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

1954 Singer SM 1500 saloon, twin carburetors, silver red, fully equipped, and extras, mileage 6,000; £750. [C2077]

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774.
1946 Singer 9, well maintained, economical, smart, extras, genuine 25,000 miles.—Reeve, 92, Norwich Rd., Dereham, Norfolk. [1488]

1947 Singer 12 de luxe saloon, excellent condition, terms.—Autoships, 3, Balham High Rd., Balham 1509. [C1009]

Genuine 1959 series Singer Super 10 4-door saloon, bargain; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

SM Roadster, red, mileage under 1,000, taxed, in immaculate condition.—Pascals of Guildford, Merrow Service Station, Guildford, 61314 and 2274. [1563]

1947 Singer 10 de luxe saloon, leather, excellent, whole chassis 100%, vehicle outstanding; bargain price; 3 months' guarantee; hire purchase, exchanges.
AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1950 Singer 1500 4-door saloon, black/fawn hide interior, beautiful condition throughout; £395; consider part exchange.—14, Ovington Gdns., Worthing, Swaneden 849. [C4027]

Singer 9, 1936 de luxe 4-door saloon, sliding leather head, good condition; terms, exchanges; last open 6-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). [C4018]

Singer Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]
A. SAUNDERS, Ltd., Golders Green, require:—
SINGER cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

REQUIRED, really good Singer 1500.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Singer Spares and Service
LANCASHIRE'S premier stockists.—Culthurst & Grimshaw, Whalley New Rd., Blackburn, Tel. 48091. [6109]

THE Singer Agents for spares, service repairs, Auto-menders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R]

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2. [0955/R]

SPORTS CARS
IF you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.
VINTAGE AUTOS, 2nd Office and main Showrooms, 66, London Rd., Tooting, Mitcham 3951. Bargain basement for thoroughbreds under £150.—185, Elmers End Rd., Beckenham, Tel. 2521. [C4039]

ELM AUTOSALES offer:—
AN outstanding Riley model M.P.H. 2-seater, silver-grey with red interior, fitted 4-cylinder engine, the whole car in immaculate condition, having covered a genuine low mileage from new in the hands of two enthusiastic owners; £425.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. See also display advert, page 129. [C2067]

BERT MASON SPORTS CARS.
1935 Morris 8 tourer; £65, Wolseley 25 saloon; £155, 3.5 Jaguar open sports 4-seater; £175, Lagonda 4½-litre saloon; £295, Lagonda sports saloon; £175, M.G. 2-litre drop head coupe; £175, Frazer Nash-B.M.W. drop head coupe.
THE above represents only a small selection of our stock; our hire-purchase terms are made especially to suit you; h.p. on all vehicles.—Best Mason Sports Cars, 77, Crickfield Rd., Clapton, E.5. Amherst 1878.

SPORTS CARS

B. & G. MOTORS offer:—
1950 M.G. 12hp N-type Magnette open 4-seater, spotless red cellulose, new hood and tonneau cover. [C3061]

1950 Singer 9 Le Mans open 2-seater, immaculate in cream and chromium, slab tank, etc. [18601]

1935 Singer 6 Le Mans open 4-seater, in cream, 1936, an extremely smart little car. [0355/R]

1920 SS 16hp open sports 4-seater, really magnificent, in cream and chromium; only wants seeing. [0355/R]

1920 M.G. 8hp open sports 4-seater, sound little car. [0355/R]

1910 M.G. 12hp open sports 4-seater, red and chromium, spotless. [0355/R]

1910 Singer 9 Le Mans type open 4-seater, red. [0355/R]

1900 M.G. 8hp open Jarvis 2-seater, spotless red cellulose. [0355/R]

1975 Triad Triumph 1,100cc 9hp special competition 2-seater, B.R.G. ultra-modern appearance with built-in headlamp, etc. [0355/R]

1969 M.G. 8hp open sports 2-str., green. [0355/R]

1969 Humber 10 open sports 4-str., goes well. [0355/R]

Many others; easy terms.—B. & G. Motors, Early New, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

PERFORMANCE CARS, The Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).
ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.
WRITTEN guarantee, immediate h.p. and insurance E.M.A. M.A.A. appointed R.A.C.
FROM over 150 in stock all plainly marked with year and price we select:—

1954 HEALEY 100 Roadster, red, low mileage, A.1954, £965; Austin A70 saloon, 1950, £425. [C1019]

ALLARD 91P sports saloon, 1952, 2 from £495; Allard 71L drop head coupe, 1949, £345. [C1019]

1938 5 pillars saloon, 1939, £365; Alvis Speed 25 drop head coupe, 1938, £245. [C1019]

ALVIS Speed 20 saloon, 1934, choice of 3 from £135; Alvis 15hp sports saloon, 1937, £165. [C1019]

A.C. 16/66 tourer, 1936, £195; A.C. 16/66 drop head coupe, 1938, £275; A.C. 16/56 saloon, 1934, £115. [C1019]

LFA ROMEO 1750 drop head coupe, 1933, £245; 2.5-litre Frazer drop head fourseater, 1938, £295. [C1019]

ASTON MARTIN, large selection of pre-war models.—See under "Aston Martin" column.
BENTLEY 3½, Freestone & Webb saloon, 1935, £265; Bentley Red Label 3-litre tourer, 1925, £145. [C1019]

B.S.A. 10hp 4-seater tourer, 1937, £115; B.S.A. 10hp Scout 2-seater, 1938, £125. [C1019]

Bentley Light 15 Roadster, 1939, £265; Daimler 15hp Mulliner sports saloon, 1935, £195. [C1019]

ELAHAYE type 135 S.M. drop head fourseater, 1949, £1,075; Delage D.6.70 saloon, 1939, £265. [C1019]

RAZOR NASH-B.M.W. type 326 saloon, 1937, £295; F/N-B.M.W. type 55 2-litre coupe, 1927, £275. [C1019]

FIAT 1100 sports saloon, 1940, record, unit, £245; Fiat 500, hard top, 1939, £165. [C1019]

FORD Pilot 30hp saloon, 1949, £325; Ford V.8 model 78 saloon, 1937, £145. [C1019]

HEALEY Silverstone 2-seater, 1950, £525; Healey 2½-litre 2-seater Roadster, 1949, £395. [C1019]

HEALEY 2½-litre Duncan saloon, 1949, £555; Humber 21hp Snipe saloon, 1939, £255. [C1019]

R.G. 1½-litre sports 2-seater modified, 1938, £300; H. Hudson 22hp drop head fourseater, 1941, £245. [C1019]

JAGUAR 3½-litre sports saloon, 1948, £425; also 1947 at £345 and 1939 at £225. [C1019]

JAGUAR XK120 1951 Roadsters, choice of 3 specimen models, standard or modified, from £865. [C1019]

JAGUAR S.S.100 2½-litre comp. 2-str., 1957, 9, 3 from £225; S.S.100 3½-litre, 1939/9, 3 from £265. [C1019]

JAGUAR 1½-litre drop head coupe, 1939, £245; Jaguar 2½-litre drop head coupe, 1938, £255. [C1019]

JOWETT Javelin sports saloon, 1952, £545; Lancia 1951 sports saloon, 1938, £345. [C1019]

LAGONDA 2.6-litre d/h coupe, burgundy, Vantage engine, many extras, low mileage, 1953, £1,800. [C1019]

LAGONDA 4½-litre LC45 drop head coupe, 1936, £295; Lagonda 4½-litre saloons, 3 from £145. [C1019]

LAGONDA 3½-litre saloon, 1935, £165; Lagonda 2-litre low chassis tourers, 1930-31, from £145. [C1019]

MBW 2.5-BENZ type 170V sports saloon, 1938, £285; MBW 2.5-BENZ type 230 cabriolet, 1940, £245. [C1019]

MORRIS Minor convertible, 1950, £395; Morris 8 tourer, 1936, £135. [C1019]

MORGAN Plus 4 2-str., 1952, £415; Morgan 4 d/h coupe, 1939, £195; 4/4 2-str., 1948, £395. [C1019]

M.G.—See large selection under M.G. column; also spares and service.
RILEYS.—See large selection under Riley column; also spares and service.
ROLLS-ROYCE Ph. 11 Gurney Nutting drop head fourseater, touring boot, ride control, 1935, £595. [C1019]

ROLLS-ROYCE 20 replica drop head 1928, £595; Rolls-Royce Ph. 11 landaulet 1930, £145. [C1019]

ROVER 12hp sports saloon 1938, £265; Renault 8hp saloon 1940, bargain, £185. [C1019]

STANDARD 12hp drop head coupe 1939, £265; Standard 12hp saloon 1938, £195. [C1019]

TRIUMPH T52 roadster, white with wire wheels, under 4,000 miles, 1954, £365. [C1019]

UNIVERSALLY acclaimed the finest sports car selection in the country, please write or telephone for descriptive 15-page list and H.P. details.
PERFORMANCE CARS ANNEXE, NUMBER 1.

ALVIS Speed 20 saloon, 1933, £95; Alvis Firefly saloon, 1934, £75; Alvis 12/50 2-str., 1932, £145. [C1019]

AUSTIN 7 2-str., £45; Austin 7 saloon, £25; Austin A800, £65; Austin 12 saloon, £55. [C1019]

BENTLEY 6½ tourer, £145; Bentley 4½ tourer, £125; Bentley 3½-ltr., 2-seater, £95; Bentley 5½-ltr., 4-seater, £95. [C1019]

SINGER 3hp 4-str., 1927, £145; Delage 30hp saloon, £75; Frazer Nash with V.8 unit, £125. [C1019]

INVICTA 4½, low chassis coupe, £145; Lammis Graham 26hp saloon; £265; Lagonda 4½ saloon, £145; Lagonda 2-ltr. tourer, £135. [C1019]

ROVER 10hp saloon, £95; Rover 16hp saloon, £125; Riley 9 saloon, £55. [C1019]

SINGER 3hp 4-str., £95; Singer 3hp, 2-str., £165; Wolseley 25hp saloon, £145. [C1019]

PERFORMANCE CARS ANNEXE, Windmill Rd., Brentford, Middx. Ealing 8841. [C3041]

CHRISTAD MOTORS, Ltd.—Specialists in high-grade sports and racing cars.—See under Alfa-Romeo, Alvis, Bentley, Jaguar, Lagonda, M.G. and Rolls-Royce columns; allow us to quote for your present car. [C1046]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

£700—1954 (May) Standard Vanguard, Phase II, 1600, Ext. 250. [1367]
1952 Vanguard, fitted overdrive, radio, heater, spot-light, sacrifice, £550/11. Also 1949-50, radio and heater; £350/11—A.Z. Motors, 100, Palmerston Rd., N.W.6. Tel. 4723. [C1011]
£620—Phase II 1953 Vanguard saloon, cost £560, with radio, heater and extras, one owner, as new, small mileage, black—Harner Green House, Welwyn 61. [1551]

1953 (July) Phase II, grey, red upholstery, heater, fog lamp, one owner, 14,000 miles, taxed December, £675—K. J. Motors, Ltd., Bromley, Ravensbourne 5476. [1949]

KENTISH & THOMSON, Ltd.—1954 Standard Vanguard saloon, grey, red leather and heater, 10,000 miles, first, blue over, Essex, Raydon 1002, Wickham Rd., Croydon, Springpark 5477. [C2047]

1949 Vanguard, one owner, reconditioned engine just fitted, many extras, carefully maintained; £355—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

1951 52 Vanguard, registered January, 1952, black, fitted heater, most carefully used car in beautiful condition throughout; £475—Coles Garages, Ltd., 42, Worpse Rd., S.W.19. Wimbledon 0195. [C1054]

1952 Vanguard estate, grey with blue upholstery, 9,000 miles, one owner, new condition throughout; £750—Gordon Cars (London), Ltd., 575, Fuston Rd., London, N.W. 10. Furs 6611. [C2025]

1953 Vanguard Phase II, overdrive, heater, Ace Rimbellishers, etc., grey with red, one owner, taxed; £650—The Gables Service Station, London Rd., Wandsworth 1166. [C2043]

1953 Vanguard Phase II, dual colour, blue and grey, radio, heater, overdrive, leather, one owner, low mileage; £725—L. P. Dove, Ltd., 69, Broadway, Wimbledon 5456. [C1077]

TANKARD & SMITH, Ltd.—offer 1952 Standard Vanguard saloon, blue red leather, exceptional condition throughout; £565—three months' written guarantee—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026]

1952 Standard Vanguard saloon, comet blue, red leather, one owner, heater, taxed, exceptional condition throughout, any inspection invited; £575—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C2043]

1953 (July) Standard Vanguard Phase II, grey, heater, radio, and many useful extras, one owner, superb condition in every detail; £695; exchanges, deferred terms—John S. Truscott, Ltd., 12, Westbourne Grove, W.11. Bay 4274. [C4055]

VANGUARD 1952 saloon, overdrive, heater, radio, leather, screen washer, spot, loose covers, 25.30 mpg, perfect chassis, taxed; £575—Gerald Leventon, Ltd., 181 High St., Rickmansworth 3326/5151. [1608]

1949 Standard Vanguard saloon, champagne, brown leather upholstery, wheel discs, Ace Rimbellishers, wing mirrors, spot light, overriders, nice looking car; £395—Vare Motors, 472, Archway Rd., Highgate, N.6. Mougin 5052 and 3506. [C4074]

1952 Standard Vanguard, black, brown leather, one owner, 21,000 miles, fitted Laycock de Normanville overdrive, heater, loose covers, twin Flame throwers, reversing lamp, new battery, Goodyear Life-guard tubes all wheels; £575 o.n.o.—38, Michieham Down, N.12. Tel. Hil. 9647, evenings. [1493]

Standard Vanguard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.5. Ham 6041. [W4018/R]

A LMOIST new Vanguard required at once.—54, Streatham Hill, S.W.2. Tulse Hil 2676. [W5016]

STANDARD MISCELLANEOUS

CARS AUTO SALES, Ltd.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [10052/R]

Standard Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.5. Ham 6041. [W4018/R]

MARTON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R]

Standard Spares and Service

LARGE stocks of Standard spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29439. [10301/R]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering. [10052/R]

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Crimaby, Tel. 5466. [0476/R]

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522]

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. [13774]

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [10359/R]

RESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call orders dispatched immediately.—39-43, Eden St., Kingston, Kin 1031. [14251]

STANDARD spares all models from 1935 (replacement units from 1938), complete overhauls, body repairs, recoloring.—Puttucks, Ltd. (S.W. Surrey distributors), Alexander Terrace, Guildford 639. [14251]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [10002/R]

STUDEBAKER

TOM GARNER, Ltd., offer:—

1953-4 Studebaker V.8 Land Cruiser de luxe sedan (r.h.d.), grey, 8,000 miles only; £2150. [C2020]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2020]

STUDEBAKER

RAYMOND WAY, The Hire-Purchase specialists.

1939 Studebaker Commander 4-door saloon, steering column gear change, really immaculate engine recently overhauled; 2699s or £71/9 deposit. Hire purchase terms on the spot with no references. No formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C4047]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

METCALFE & MUNDY, Ltd.

1952 Studebaker Champion 4-door saloon, one owner, 10,000 miles, literally unmarked. [C3064]

1951 Studebaker Commander convertible, V8 engine, Hydramatic drive, fitted with power operated top, whitewall tyres and all extras. [C3064]

1940 Studebaker 22hp, immaculate car; £520; 3 months' guarantee; terms and exchanges. [C4054]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1952 Studebaker 4-door saloon, grey—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4026]

Studebaker Cars Wanted
STUDEBAKER Champion 1947-8 required.—Andrews, Vandyke 2975, 9-11 o'clock. [1957]

SUNBEAM ALPINE
GEORGE HARTWELL, Ltd.

SUNBEAM ALPINE, 1953 (October), duo-tone cherry red/ivory, special fixed head coupe, with Ghia tuned engine, 6,000 miles only, a unique and most attractive car; £995. [C2079]

CONFIDENTIAL hire purchase; part exchanges.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4151. [C2079]

B. J. HUNTER, Ltd., offer:—

1954 Sunbeam Alpine coupe, 5,000 miles only, literally as new; sacrifice at £895. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, Tel. Gladstone 6305. [C2040]

TOM GARNER, Ltd., offer:—

1954 Sunbeam Alpine sports 2-seater, sapphire blue, 4,000 miles only; £1,025. [C2020/1]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2020/1]

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine special, fitted with overdrive, a very attractive car; £985—Castle, Church Gate, Leicester. Tel. 5251. [1100]

1954 (March) Sunbeam Alpine, finished Alpine mist, red leather, fitted heater, one owner, many extras, 2,000 miles only, car as new throughout; £950. [C1001]

1954 (March) Sunbeam Alpine 2-seater coupe, Coronation red, one owner, as new; £985. [C3052]

RIPCO, Ltd. (Sunbeams Purchased) 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052]

1954 model Sunbeam, Alpine grey, red leather, heater, 8,000 miles; £850—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1487]

JACK ROSE, Ltd. 1953 (August) Sunbeam Alpine 2-seater, almost unmarked, in grey, red upholstery, open to any examination; £875—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

1954 Sunbeam Alpine Roadster, finished midnight blue and light metallic grey with French grey upholstery, 15,000 miles, radio, heater, fog lamps, a very attractive car; £985—Castle, Church Gate, Leicester. Tel. 5251. [1100]

1954 (May) Sunbeam Alpine, finished Coronation red with cream upholstery, under 6,000 miles, a virtually new car throughout; £925; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hil 4488. [C3016]

SUNBEAM-TALBOT
CAR MART, Ltd.

1951/2 Sunbeam-Talbot 90 coupe, heater; £665.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039]

RAYMOND WAY, The Hire-Purchase specialists.

1938 Sunbeam-Talbot 3-litre saloon, extremely attractive coachwork, in excellent condition, various extras fitted including twin-tone horns, Ace Rimbellishers, etc.; 2199s, or £77/19 deposit. Hire Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C4047]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

R. FUGGLE, Ltd.

1948 2-litre saloon, genuine mileage 28,000 splendid condition throughout; £465—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

GATEHOUSE offer

1947 Sunbeam-Talbot 2-litre saloon, black, very nice condition; £385. [C2021]

1940 Sunbeam-Talbot, fitted with Humber Super Snipe engine, in first-class condition; £275. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

SUNBEAM-TALBOT shooting brake, wooden body, excellent condition; £165—Chapelton Garages, Ltd., Ledbury Rd., London, W.11. Bayswater 2949/6020. [1527]

SUNBEAM-TALBOT

BOON & PORTER, Ltd.

1951 90 Mark II saloon, H.M.V. radio, heater, chauffeur-driven for its one owner, mileage 18,000, exceptional; £715—Castelnau, S.W.13. (by Hammersmith Bridge), Riverside 4444. [C1022]

GEORGE HARTWELL, Ltd.

SUNBEAM-TALBOT 1953 90 Mark IIa special Hartwell 2-seater drop head coupe, fitted with ohv 2½-litre tuned engine, 4.22 axle ratio, the most attractive and fastest of its type in existence, negligible mileage, finished coronation red with red interior; £995. [C1081]

SUNBEAM-TALBOT 1952 90 Mark II convertible, sun grey, radio and heater, fog lamp; £725. [C1081]

SUNBEAM-TALBOT 1951 90 Mark II convertible, satin bronze, red, fitted heater, immaculate throughout; £695. [C1081]

CONFIDENTIAL hire purchase; part exchange.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4151. [C2079]

TOM GARNER, Ltd., offer:—

1952 Sunbeam-Talbot 90 Mark II saloon, bronze, heater, 9,000 miles only; £795. [C2020]

1954 Sunbeam-Talbot 90 Mark IIa saloon, black, 2,500 miles only; £1,050. [C2020]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2020]

H. BEART & Co., Ltd., offer:—

1953 Sunbeam-Talbot saloon, fitted radio, loose seat covers, genuine low mileage, and in superb condition throughout, full details on request; £895.—102, London Rd., Kingston-on-Thames, Kingston 3363. [C1081]

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark IIa saloon, ivory, black, 16,000 miles; £895. [C4045]

1954 Sunbeam-Talbot 90 Mark IIa saloon, Alpine Mist, heater, 6,000 miles; £995. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

BROOKLANDS—Individuality new and used cars.

1954 Sunbeam-Talbot 90 saloon, 4,000 miles, radio, heater, loose covers, cars purchased for cash. [C1029]

BUY or sell with confidence; cars purchased for cash.

103—New Bond St., London, W.1. Mayfair 8351-6. [C1029]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1950 Sunbeam-Talbot 80, in exceptionally good condition; £545. [C1008]

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

1939 Sunbeam-Talbot 20hp, £235; 3 months' guarantee; terms and exchanges. [C4054]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

PHENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of GUARANTEED used Sunbeam-Talbots. [C3044]

A SELECTION from our stock:—

ONE only brand new Sunbeam-Talbot 90 Mark IIa convertible coupe, finished in Alpine mist with red leather interior offered at £160 less than cost price, £1,050. [C3054]

HIRE purchase facilities and your car wanted in exchange for any new used vehicle. [C3054]

PHENIX MOTOR CO. (SURREY), Ltd., Phenix House, High St., Sutton, Surrey. Vigilant 1121. [C3054]

1954 Sunbeam-Talbot 2A saloon, as new, heater, radio, loose covers, wing mirrors, etc.; £1,075. [C4013]

A. L. FREEMAN, Ltd., Grosvenor Garage, Burnage, 19, Rus. 2974-5. [C4013]

SUNBEAM-TALBOT 1952 90 Mark II one-owner saloon, green with beige hide, radio, 39,000 miles; £675—Mayfair 5242. [C5030]

1950 Sunbeam-Talbot 80 satin bronze saloon, superb condition throughout; £540.—Hainault 2896. [1573]

1950 (November) Sunbeam-Talbot 90 drop head four-seater, heater; £565; written guarantee; h.p. exchanges; trade enquiries welcomed. [C3065]

HAROLD SIMONS, Ltd., 391/401, High Rd., East Finchley, N.2. Finchley 0052/53/54 any time. [C3065]

SUNBEAM-TALBOT sports saloon (Dec. '47), new brakes, upholstery, engine reconditioned, immaculate throughout, 32 mpg; £585, offer.—Box 8674. [C3016]

395ms.—Sunbeam-Talbot 10, October 1946, sports tourer, metallic chrome blue, grey leather, carefully used; terms, exchanges.—Rowland Smith, below. [C4013]

225ms.—Sunbeam-Talbot 10, 1940, sports saloon, all-aiding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4013]

A RCHIE SIMONS & Co., Ltd.—1952 Sunbeam-Talbot fitted heater, excellent condition; £725.—84, Gt. Portland St., W.1. Lan. 1343. [C4013]

1953 Mark IIa Sunbeam-Talbot saloon, heater, condition as new throughout; £695.—The Gables Service Station, London Rd., Rayleigh, Essex, Rayleigh 1002. [1579]

JACK ROSE, Ltd., offer 1950 (August) Sunbeam-Talbot 90 with radio, almost unmarked, any examination; £585.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

1951 Sunbeam-Talbot 90 saloon satin bronze and red, radio, heater windscreen, 19,000 miles, balanced wheels; £650.—Davis Motors, Bath Rd., Cheltenham. Tel. 4858. [1492]

1953 Sunbeam-Talbot Mark IIa convertible, grey, extra; £7'5.—Gibsons Sports Cars (Xchurh), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [19804]

£565—Sunbeam-Talbot 90 saloon de luxe, we can honestly say that this is the finest you can see and drive at this price, don't mistake it, its magnificent; 3 months' guarantee; hire purchase, exchanges. [C2021]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2021]

1954 series Sunbeam-Talbot 90 saloon, radio, heater loose covers, black, under 5,000 miles and almost as new; £925; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hil 4488. [C3016]

SUNBEAM-TALBOT

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035]
Sunbeam-Talbot Cars Wanted

1954 (March) saloon, black, heater, many extras, 8,000 miles only, one owner, as new; £485.— [1600]
52, Kings Rd., Horsham. Tel. 1946. [1469]
POOR & SONS New cars, vans, etc. at 10% below market prices.

THE

UTILITY CARS

1955 est.—Box 8621 1328

(Wilmslow 4932) 10283

Popesgrove 2807. [147]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Volkswagen Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey.
GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [0995/R]
VW MOTORS, Ltd.
GENUINE spare parts may now be obtained from sole concessionaires—79-85, Davies St. (entrance in Weighhouse St.). Tel. May. 6718. [0647]
MOOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R]
V&F MONACO MOTORS.—Volkswagen spares, service, repairs, reconditioned engines from £47.10 fitted in 24hrs in part exchange; insurance repairs; conversions to R.H.D.; all Volkswagen accessories stocked.
V&F MONACO MOTORS.—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0293/R]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors. (November) Wolseley 4/44, metallic green, green upholstery, 6,000 miles, one owner; £765.
EUSTACE WATKINS, Ltd., 12, Berkeley St. W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046]
EM.A., Ltd.
6/80 Wolseley saloon, 1950, colour beige with brown hide upholstery heater, radio, etc., taxed; £485.
EM.A., Ltd., Routes Group Distributors, Grove Rd., South, Southsea, Portsmouth 2168. [8296]
CAR MART, Ltd.
1953 Wolseley 6/80 saloon, radio, heater; £695.—Car Mart, Ltd., 320, Euston Rd., London. N.W.1. Euston 1212. [C1039]
RUSSELL MOTORS offer:—
1940 Wolseley 14 saloon, one owner since new, recent recon. engine, fitted radio, exceptional car; £285.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]
H BEART & Co., Ltd., offer:—
1952 Wolseley 6/80 saloon, metallic green, with green upholstery, fitted H.M.V. radio and in very nice condition throughout; £395.
WOLSELEY 18/25 saloon, registered May 1947, black with brown leather, recently fitted factory reconditioned engine, outstanding value at £325.
1953 (March) Wolseley 4/44 saloon, grey, red up-holstery, low mileage, as new throughout; £795.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081]
WITHAMS MOTORS, Ltd., offer:—
1948 Wolseley 14, one owner, immaculate condition, recon. engine; £350.—18, Balham Hill, S.W.12 (2 minutes Clapham South Tube Station). Battersea 3280/3769. [9834]
WITHAMS MOTORS, Ltd., offer:—
1947 Wolseley 12 black saloon, low mileage, immaculate condition; £345.—18, Balham Hill, S.W.12. (2 minutes Clapham South Tube Station). Battersea 3280/3769. [9835]
NEW 4/44 Wolseley in met. grey.—Box 8396. [9683]
1951 Wolseley 6/90, perfect throughout, bargain; £535.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006]
1948 Wolseley 14, real specimen car, immaculate throughout; £395.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006]
1946 Wolseley 14 saloon, original condition guaranteed; £315.—Below.
1951 Wolseley 4/50 saloon, heater, one owner, low mileage, guaranteed £215; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. [C3034]
1954 Wolseley 4/44 saloon, one owner, 5,000 miles; £795.
GEOGE NEWMAN & Co., 369, Euston Rd., London. N.W.1. Eus. 4466. [C3023]

WOLSELEY

£285!!! Wolseley 14 de luxe saloon, identical model to 1948, looks and runs as well; choice two.—Below.
£222!!! Wolseley 12 de luxe saloon, magnificent specimen, only wants seeing.—Below.
£199!!! Wolseley 14 de luxe saloon, 1950 series, carefully used; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]
295 gns.—Wolseley 18, 1947 saloon, black, sliding head, brown leather, heater; terms, exchange.—Rowland Smith, below.
165 gns.—Wolseley 14/56, 1938 saloon, sliding head, leather, very good condition; terms, exchanges; list; open 8-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]
1946 (November) 12hp de luxe saloon, black, brown hide small mileage and beautifully maintained; £405.—Robbins, East Putney. Tel. 7881. [C3010]
1954 Wolseley 4/44, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 9288. [C3006]
BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 8348. [C3060]
1952 (late) Wolseley 6/80 saloon, radio, heater, leather, loose covers; £595; written guarantee; H.P.; exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397/401, High Rd., N.2. Finchley 0052-53-54, anytime. [C4065]
1952 Wolseley 6/80, low mileage; £579.—Jack Pozner (Autos), Ltd., 395, Hendon Way, Hendon 1424-25. [C3042]
AUGUST 1936 Wolseley 25 saloon, in excellent condition; £195.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]
£150—1939 Wolseley 25 de luxe saloon, post-war lines; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1]
£835 (July) 1954 Wolseley 4/44, black with brown leather, fitted heater, windscreen washers and fog lamp, 1,800 miles only, as new in all respects.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]
1950 (September) Wolseley 6/80, Motorola radio, heater, taxed, one owner, superb; £450.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 8181. [C2013]
1954 (May) Wolseley 6/80 black, 5,000 miles, one owner, radio and heaters, taxed to Jan., as new; accept £775 or £250 under cost.—Tel. 8 a.m.—5.30 p.m. Bishop's Stortford 459. [1315]
1939 Wolseley 14, post-war type re-cond. engine, new tyres, many extras, low mileage, whole car to genuine top class condition, history available, engineer owner, private; £240.—Egham 645. [1473]
1951 Wolseley 6/80, silver grey/grey, heater, one owner, 6 months' guarantee; £505.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) Batt. 2252. [C3022]
1954 Wolseley 4/44, black/red leather, heater, spot lamp, windscreen washers, 9,000 miles, spare unused, one owner immaculate condition, as new; £785.—H.M. Motors, 45a, Halsestead St., Leicester. Tel. 60800. [1354]
1940 Wolseley 10hp saloon, very good engine, tyres, battery, etc., maintained by works foreman, clean car in excellent order; £240 or £20 deposit balance over 18 months; exchanges, insurance.—Fulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 104. [C2012]
1946 Wolseley 14 saloon, sun roof, black, brown leather, Newton shock absorbers fitted, has only covered 3,000 miles since having a complete engine overhaul by Burtonwoods, this is a spotless car in first class order; £365 or near offer.—Victory Garage, Primrose Gdns., London, N.W.3. Tel. Primrose 2242. [9980]
Wolseley 4/50 Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]
Wolseley Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]
THE CAR MART, Ltd., London, wish to purchase 12 Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 8500. [0721/R]
7-PASSENGER good condition 1939/1949 Limousines required. Cash waiting. Alpe & Saunders Ltd. Providence Court, North Audley Street, Mayfair-2941. [W1006]
Wolseley Spares and Service
WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-246 High St., Barnet 3240. [0707/R]
LARGEST and quickest spares service in the South of England.—Hewens Garage Ltd., Reading. Tel. 4436. [0207]

Wolseley Spares and Service

FOR Wolseley service consult the Wolseley specialists.—F. W. Mason & Co., 2, Lay St., Ilford. (Tel. Ilford 0961.). [0473]
EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines.
R-HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century, complete overhauls and coachwork our speciality, exchange engine units; spares and accessories.—Wei. 1101. [0317/R]

MISCELLANEOUS CARS

RAYMOND WAY
RAYMOND WAY, the hire purchase specialists
HERE are 5 cast-iron reasons why everybody's going to KILBURN WAY:—
 1. 200 used cars under £400 always available.
 2. We can quote the most competitive prices obtainable because of our huge turnover.
 3. Unequalled hire purchase terms.
 4. Satisfactory exchange prices on your car, 5-wheeler or motor cycle.
 5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0829/H]
ROBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 30 years. [C3010/H]

Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
If you wish to sell your car for cash, write, phone or call.
GEOGE NEWMAN & Co., 369, Euston Rd., London. N.W.1. Euston 4466. [W2023/R]
CASH for cars.—Smith's, 36, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R]
IMMEDIATE cash; all makes of cars wanted; highest prices given by Messrs. 568/570, Kensington High St. W.14. Western 9821. [9357]

AMBULANCES

NEW and used ambulances, Austin, Rolls-Royce, Albion; from £100.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

BREAKDOWN VEHICLES

MORRIS breakdown, strong, 100%, army truck tyres, painted grey, nice vehicle, £95.—Globe Auto Service, Vicarage Rd., Hampton Wick, Kin. 6895. [1587]

MOBILE CANTEENS, KITCHENS, ETC.
1942 Ford 10 Mobile canteen, fully equipped; £150. Hire purchase arranged.—Sterland, 41, Bradford St., Braintree, Tel. 935. [1325]
MOBILE shops, canteens and kiosks, vehicles and trailers, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

MOTOR CYCLES FOR SALE

SA. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase, everything for the motor cyclist.—364-368, High Rd., Leyton E.10. [0541/H]

MOTOR SCOOTERS

CONTINENTAL SCOOTERS, Ltd.
BUY from the Lambretta specialists; all models supplied in stock; limited delivery the new self-starter, free trial and tuition; h.p. terms available; we are the firm with the 100% after sales service.
157, Old Brompton Rd., S.W.5. Fre. 1844; 225, Westminster Bridge Rd., S.E.1. Wat. 5103. [0284/R]
27, Old Church St., S.W.3. Fla. 1904. [1104]

MOTOR HEARSE

£1150 to £2150 complete Hearses Austin 16hp, Sheerline and A70, Humber, Rolls
ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Phone Richmond 1161. [1968]
1926 Rolls-Royce Ph. I bearer hearses, swept tail, exchanges, £195; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]
WOODALL NICHOLSON, Ltd., build the best hearses in the country, second-hand, usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231. [0795/R]

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:
1951 Austin 3-way van new tyres, in primer, guaranteed 3 months; £395.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008]
1954 (August) Volkswagen Microbus, 4,000 miles, fitted seats and extras, absolutely as brand new; £950; terms and exchanges.
WEST LONDON MOTORS, 205-209, Fulham Palace Rd., W.6. Tel. Fulham 0666. [1105]
1952 Ford 10cwt van, £285; 1946 Commer 30cwt truck, £125; 1951 Ford 5cwt van, £235; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

NEW Thames 10cwt vans.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [0102/R]
ROYS AUTOMOBILES, Ltd., offer the following good light plain vans and trucks:—1954 Ford 10, 6,000 miles; £395; 1952 Commer 5cwt, £395; 1950 A40 pick-up, £295; 1948 Austin 10, £195; 1952 A70 pick-up, £395; 1951 A40 pick-up, £235; 1953 Bedford 12cwt, £495; 1952 A40, £395; 1950 A40, £295; 1949 A40, £285; 1950 Bedford, £195; another, £185; 1948 Morris 10, £235; another, £185; 1948 Morris 8, £185; 1946 Ford 8, £150; 1946 Ford 6, £165; 1950 Ford 3, £195; 1951 Ford 8, £225; 1947 Bedford 8cwt, £195; 1935 Bedford 12cwt, £55; many others, including numerous utilities; see that column; trade enquiries welcomed; terms and exchanges.—Rois Automobiles, Ltd., 127 Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059]

BUNTINGS MOTOR EXCHANGE for light commercials all makes, Bradford specialists; list on request.—Bonnersfield Lane, Harrow. [0284/R]

1947 (Nov.) Ford 5cwt van, £145; 1951 Ford 10cwt gawn van, £375; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. [C3034]

G & M ALFREDS (1956), Ltd.—1954 Austin A40, gawn van, as new throughout, £67.
 Warren St., W.1. Euston 3268. [C1005]

Commercial Vehicles Wanted

ROYS always good buyers of vans and utilities.—127, Parkway, N.W.1. (Nearest Tube Camden Town Station) Euston 2700 and 8894. [W3055]

NEW & USED CARAVANS, TRAILERS, ETC.

NEW CARAVANS

LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans; R.A.C. approved sites at Elstree and Birmington-on-Sea. If you cannot call, please write or phone for full information how to our head office at Barnet By-Pass, Elstree (1165 and 1364), or Court Mount, Canterbury Rd., Birmington-on-Sea, Thanet 41657. [0594/R]

BURLINGHAM hand-made caravans of quality available for early delivery; models from 12ft to 22ft, and £800 to £1,675; specials built to order. [0327/R]

AS agents for all reliable makes of caravans we offer Berkeley, Corvette, Consul and Governor, Marston, Investor and Explorer, Bluebird, Campmaster, Linton, Nene Valley, Normandie, Nativian, Argosy, Rollalong, Eccles, Wilberby, etc., from stock, cash or terms, with security and safe. [0036/R]

WATFORD CARAVANS, Ltd., Hall Park Garage, Berkhamstead, Tel. Berkhamstead 1570-71. [0035/R]

SECOND-HAND CARAVANS

WILLERBY caravan, 4-berth, as new, inspection any time.—Tew, Welton Place Farm, Davenry. [1421]

ROLLALONG and Winsome Wizard caravans at bargain prices.—Lawton-Goodman, 135, Crickwood Broadway, N.W.2. Gladstone 2286. [M2022]

BAMPTON C.15 1951, 4-berth, end kitchen, toilet, fitted carpet, many extras, quality coachbuilt, well-balanced, comfortable touring van (14hp used), one owner, little used, as new; £575, private sale.—Enquiries to Welford's, Warmingind (230), Sussex. [1126]

CARAVANS FOR HIRE

GOOD class caravans for hire on attractive site at Orcombe Point, Exmouth, April to September. A weight 4-berth, good proprietary makes; hire one of these and save the long tow to Devon. [0302/R]

MARTINS CARAVANS Co. (Exeter), Ltd., Counties West, Exeter, Tel. Topham 5691 (2 lines). [3239]

MODERN touring caravans, all sizes, from £3 per week.—Sparrow, 20, Ongar Rd., Dunmow, Essex. Tel. 7. [4760]

CARAVANS FOR HIRE

HIGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Pendower Caravans, Westfield Rd., Bishop's Stortford. Tel. 301. [5588]

OVERSEAS personnel, hire a fully equipped 4-berth caravan for your leave in U.K.; we can fit your car for towing and supply any make of new car; write for details.—Surrey Car Co., Ltd., 44, Richmond Rd., Kingston-on-Thames, Surrey. Kingston 6340. [1988]

CARAVAN EQUIPMENT

WORTH caravan and trailer, chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [1005/R]

HOLDER GRAISELEY caravan chassis axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0441/R]

CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets.—Witter, 154, Foregate St., Chester. 4. [0570/R]

TOWING brackets, over 80 designs from stock.—B. Dixon-Bate, Ltd., Chester. Tel. 24034. [0576/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

ASYNCHRO

1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive costs from £6 per week, small mileage charge, or alternative rates; A.A., R.A.C., radio, heater, Continental touring, special facilities for overseas visitors.—Synchro Garages, Ltd., 1, Peterham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R]

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear, 36, Mackenzie St., Tel. Slough 20501. [0152/R]

SMITH & HUNTER for self-drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R]

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for. [0458/R]

CUREFLEET, delivery anywhere in England. [0458/R]

SUREFLEET, lowest rates in the trade. [0458/R]

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1557. [0646/R]

IVOR HILL, Ltd.—1954 A40 Somersets for hire, rental terms.—Revelstoke Rd., S.W.19. Wim. 5686. [0580/R]

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin; 7, Crofton Ave., Dun Loaghair. [0577/R]

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.11. Par. 9864-5. [0466/R]

LONDON'S lowest rates.—The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Sq., S.W.1. [0042/R]

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class cars hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]

A40—70s and 90s, apply now for new winter tariffs.—Truman's Garages, Arthur Court, Quimperway, W.2. Bay. 6415. [0686/R]

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576]

1954 self-drive cars available for hire from Self Motoring, Ltd., 106, Knightsbridge, W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). [12057]

WIMBLEDON CAR HIRE.—Self-drive Specialists, 1952-54 Austin A30s, A40s and A70s; competitive rates.—Mansel Rd., S.W.19. Wim. 5634. [0811/R]

MORE PARE GARAGE.—Self-drive and chauffeur-driven cars current models.—110, Wood Vale, Forest Hill, S.E.23 (For. 2432). [0879/R]

1954/3 Zephyrs, 16gns a week, 600 miles; also new Consul, Oxford, Somersets; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646, 6801. [0318/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage cars; cars delivered.—Bri. 5532 and 8637. 290, Milkwood Rd., Herne Hill, S.E.24. [0685/R]

SUSSEX MOTORS.—Self-drive Morris Minors, Austin A30s, A40s, Vauxhalls, Fords, etc.; special facilities overseas visitors.—1, Burwood Mews, Burwood Place, Edgware Rd., Amb. 5025. [0589/R]

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Batham), Ltd., 2c, Batham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R]

CAR HIRE (MAYFAIR), Ltd., for Humber, Pullman and Austin dependability, chauffeur driven, 1952-54 A30s, A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R]

WELBECK CAR HIRE offer the new Ford Anglia (with heater fitted), no mileage charge; you just pay a flat rental and that is all; one day (8 a.m. to 6 p.m.) £2; one night (5 p.m. to 9 a.m.) £1; 24 hours 50/-; one week £15. [0621/R]

WELBECK CAR HIRE, 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 3991. Office hours 9 a.m. to 6 p.m. Sundays 8 a.m. to noon. [0621/R]

SELF-DRIVE.—Coming on leave, visiting Britain? Our keenest rates for vacation period hire; slim your motoring budget; modern fleet; alternative types available.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0051/R]

CARS FOR HIRE

GEE CARS self-drive hire with new Ford Consul, etc., unlimited mileage, special facilities for overseas visitors, cheap winter rates October to March, also chauffeur Humber, Pullmans, Austins, etc.; cars hired out on contract. [0091/R]

60-62 Queenstown Rd., London, S.W.8. Macaulay 3563. [0091/R]

OVERSEAS visitors, a fleet of 1952-3 Austin Drive-hire saloons for hire to drive yourself; send for illustrated brochure to Drive-hire Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drive-hire stations throughout Britain. Also available for home market. [0211/R]

WILSONS, established 50 years; new cars in perfect condition, self-drive from £1 per day or £5 per week; winter rate includes 210 miles per week; cars also for sale with guaranteed repurchase.—Wilson's, 54, Acre Lane, S.W.2. Brixton 4011. 1, Dorking Rd., Epsom 3901. [0802/R]

REDUCED winter tariff: 1953-4 cars £1 per day and £3 for 5 days; unlimited mileage £2/10 per day and no deposit; tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5495. 20, Grosvenor Place, Victoria, S.W.1. So. 9644. [0507/R]

1954 U-drive cars/estate cars from 15/- a day; built up Britain and Europe; enjoy service which has built up Britain's largest new car fleet; radios, heaters, recommended A.A. and R.A.C. long period quotations; special facilities overseas visitors, re-purchase terms.—J. Davy, Bahamas St., Piccadilly Circus, S.W.1. Tra. 2021. Also Earls Court (Pre. 6000) and Knightsbridge (Knl. 4211). [0401/R]

DO a "good deal" better with Carr Bros. on self-drive or chauffeur hire, best cars, best terms with choice of tariffs from nearest of 5 branches; book your leave car now; A.A., R.A.C.—Steele Griffiths, 4606; Wallington 1006. Call/write Soho Garage, 21, Soho Sq., London, W.1 for particulars. Branch opposite London Airport, Heath Office—Furley. (Cables: Carbrocs, Croydon, Eng.) [1041]

OVERSEAS visitors—Opposite London Airport is Steele Griffiths' new overseas visitors' branch, comprehensive service, chauffeur-driven or self-drive cars; new Vauxhalls still available for you to drive on your vacation—competitive rates—no extra mileage charge; book your leave car now; A.A., R.A.C.—Steele Griffiths, opposite London Airport, Hayes, Middlesex. Rodney 2201-6. Reference: Barclays Bank, London, S.W.1. [0814/R]

DRIVE Yourself Hire.—1953-4 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods. Overseas visitors, both old and new clients, specially welcomed. We have been pioneers of self-drive hire over 30 years.—Write phone or call: H. F. Edwards & Co. (Established 1918), 154, Great Titchfield St., London, W.1. Tel. Langham 0012 and Museum 6566. [M2005]

HIRE a car as private as your own from Victor Britain, hire car specialists, pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 80 a mile; all petrol and oil free; write, telephone or call.—Victor Britain, Ltd., 12a, Berkeley St., London, W.1 (Tel. Grosvenor 4881) or 11, Gt. Cumberland Place, Marble Arch, W.1 (Tel. Ambassador 2814). [0772/R]

DAY AND NIGHT SERVICE

A.O. (Always open). N.S. (Not Sunday). [M2005]

SHOPFORD, Middx.—Herbert & Hills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 2678, 2960. A.O. [0772/R]

EXCHANGE

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require we will gladly refund you cash for the difference. [0851/R]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. A. Maida Vale 6014, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [0851/R]

RON MCKENZIE invites you to his Motor Cycle and Car Exchange Centre at 861, Chester Rd., Streteford, 2 miles South Manchester; open to 8 p.m. at week-ends; terms if required. [0025]

EXCHANGE

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 5-wheelers; particulars and list on request. [M4015/R]

ROWLAND SMITH for hire purchase terms; private cases; references and guarantors not essential; cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [M4015/R]

AGENCIES WANTED

CORNWALL. Freelance rep. open to consider additional lines, might consider caravan, sole agency, highest references.—Box 8574. [1204]

CAR RADIO

RADIOMOBILE accredited dealers: qualified mechanics are always available for car radio repairs. [0222/R]

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0222/R]

J DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile sales and service.—Western 9641. [0159/R]

MOTOROLA, world's finest motor radio, sole licensee and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R]

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassador 1937. [0162/R]

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Tel. Popesgrove 1955-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail, all makes available. [0116/R]

UNIVERSITY ELECTRICS, Ltd., The Car Radio People, 7, Hertford St., W.1. Gro. 4141. Specialists in car radio; H.M.V., Radiomobile, Ekco, Philco, etc., expert installation and service for the trade and retail. [0688/R]

COACHBUILDERS AND BODIES

RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., Shepherds Bush, W.12. She. 2231. [0273]

TICKFOLD, Ltd., coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. Repairs exclusively of every description. [M34029]

PILCHERS, 314, Kingston Rd., S.W.20. Liberty 2350; body repair and painting, all processes private and commercial; trade enquiries invited. [0125/R]

JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1082/R]

ALPE and SAUNDERS (COACHBUILDERS), Ltd., Cellulose, Trimming, Complete Bodies Built.—Station Approach, Kew Gardens, Richmond 1161. [4327]

LAWTON-GOODMAN, 135, Crickwood Broadway, N.W.2. Gladstone 2266, coachwork repairs, modifications and renovations, first-class work, prompt delivery and prices. [M2022]

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, retooling, trimming and conversions, special facilities for overseas visitors; Fibreglass constructions and repairs undertaken.—Mortlake Rd., Kew. Ric. 5625-6. [0348/R]

50 in velour head lining, 7/6 yd; Vynde leather-cloth, 7/6 yd; 40in rubber-backed pile carpet, 32 yd; 54in double felt, 7/6 yd; bucket seats complete, 45/-; 25/-; new easyfit rubber window channel, 7d ft; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, beadings, channels, windows, fenders, trimmings, fittings, paints, etc., send P.O. 2/- and stamp.—Wings, 195, High St., West Wickham, Kent. [M4061]

FOR every requirement, body fittings and trimmings, bucket seats, large selection including light steel frames, 25/-; upholstered Vynde spring cushions £4; tubular framed from £4/15; light alloy frames, 14in 65/-, 16in 65/-; trimmed Connolly hide, Dunlop £8/15; bench-type seats, brown rexine, 42in £12/10, best black Vynde topping, 54in, 15/- per yard; back lights (rear windows) from 26/6, cycle type wings; steel and light alloy window channelling, aluminium sheeting, mouldings and sections, body fittings; stamp list.—Derrington 159-161, London Rd., Kingston 5621-2. [31071]

MISCELLANEOUS ADVERTISEMENTS

CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7(P), Endeavour Court, W.C.1.—Deferred terms: booklet sent. (0894/R)

GARAGE FACILITIES

LONDON Airport—Steele Griffiths' new branch opposite London Airport, Middlesex, offers under-cover garage facilities for those leaving or arriving by air; please book in advance.—Hounslow 4606. (0815/R)

NIGHT DRIVING GLASSES

CLEAR Vite night driving glasses, fitted with sodium oxide yellow filter lenses, are a must for every motorist: free interchangeable Crookes lenses give you a suitable sunglass for day use; complete 7/6 from your local garages or direct from Optical Products, Ltd., 370/372, Station Rd., London, E.7. (0383/R)

LAMPS, ETC.

YELLOW head lamp bulbs for Continental driving available for most makes.—Beverly Motors, Coombe Rd., New Malden, Malden 3232-3. (7598)

PACKING AND SHIPPING

R. & J. PARK, Ltd., 143/5, Fenchurch St., E.C.3, Mansion House 3063. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. (0630/R)

THE MOTOR PACKING CO., Ltd., London Colney, Herts (Tel. Bowmans Green 3146), specialists with 40 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods; collection and delivery l.c.b. or r.l.f. Branches Coventry and Liverpool. (0506/R)

PATENTS, EXPERIMENTAL WORK

J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham. Handbooks free. (15354)

TUITION

INDIVIDUAL driving instruction, expert instructors, dual-control Austins.—Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. (0813/R)
AUTOMOBILE Engineering—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales; extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examination; courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. (0536/R)

NEW CARS FOR SALE

A.C.

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY, for your new A.C. Petite, immediate delivery, choice of colours: £329/16/8, or £66 deposit; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maidsa Vale 6044; open 9 to 8 six days a week. (0776/R)

RUDDS OF WORTHING, A.C. distributors for Ace sports and 2-litre saloons; service and spares.—Adjoining Central Station, Worthing 7773/4. (0440/R)

PRIDE & CLARKE, Ltd., A.C. Petite distributors; quarter deposit secures immediate delivery; balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)

ALLARD

ALLARDS MOTORS, Ltd., Main Distributors for all Models, Spares and Service.—Acree Lane, Brixton, S.W.2. Brixton 6431. (0442/R)

ALVIS

CHARLES POLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. (0307/R)

MANCHESTER—Alvis main agents; sales and service.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, M.6. Rm. 2374-5. (0625/R)

SCOTTISH distributors.—Alvis "Grey Lady" saloon and coupe; early delivery.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 0731/R

ARMSTRONG SIDDELEY

ARNES

OF Albemarle St., for the magnificent Sapphire.

QUICK delivery, demonstrations at any time, anywhere.—Hyde Park 9323, next to Brown's Hotel. (0391/R)

GUY SALMON AUTOMOBILES.

SEE and try the new 1955 Armstrong Siddeley Sapphire range at—Fortsmouth Rd., Thames Ditton, Surrey. Embrook 5551-2-3. (N4001)

CLARKE'S OF PIRBRIGHT for the Sapphire; 24-hour service, Guildford and Woking district.—Pirbright, Surrey. Brookwood 2201-2. (N1049)

H. W. MOTORS, Ltd., offer: For immediate delivery, Armstrong Siddeley Sapphire.—H. W. Motors, Ltd., Wallon-on-Thames 2404-5-6. (0307/R)

STEARNS & Co. (Car Sales), Ltd., offer immediate delivery of Sapphires.—254, Brompton Rd., S.W.5. Ken 0081. (19676)

MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists.—Immediate delivery of Sapphire; part exchanges.—Station Rd., Harrow 0022. (0203/R)

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. (0603/R)

CHEAM MOTOR & ENGINEERING CO., Ltd., Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vindict 0125. (0157/R)

PASS AND JOYCE, Ltd., England's largest distributors, for the new superb Armstrong Siddeley Sapphire.—184-188, Gt. Portland St., London, W.1. Museum 1001. (0711/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphire, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (0499/R)

WILSONS—The enthusiastic Sapphire owner—agents offer early delivery of all 1955 models.—34, Acree Lane Brixton, 4011, and 3, Dorking Rd., Epsom 3901; demonstrations can be arranged any time except Sundays. (0324/R)

ASTON MARTIN

ORGANS OF OXFORD, 5 county distributors, demonstrator in stock; very early delivery; insured.—E. E. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 58615-4. (0105/R)

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ARNES

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QUICK delivery, demonstrations at any time, anywhere.—Hyde Park 9323, next to Brown's Hotel. (0391/R)

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SEE and try the new 1955 Armstrong Siddeley Sapphire range at—Fortsmouth Rd., Thames Ditton, Surrey. Embrook 5551-2-3. (N4001)

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STEARNS & Co. (Car Sales), Ltd., offer immediate delivery of Sapphires.—254, Brompton Rd., S.W.5. Ken 0081. (19676)

MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists.—Immediate delivery of Sapphire; part exchanges.—Station Rd., Harrow 0022. (0203/R)

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. (0603/R)

CHEAM MOTOR & ENGINEERING CO., Ltd., Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vindict 0125. (0157/R)

PASS AND JOYCE, Ltd., England's largest distributors, for the new superb Armstrong Siddeley Sapphire.—184-188, Gt. Portland St., London, W.1. Museum 1001. (0711/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphire, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (0499/R)

WILSONS—The enthusiastic Sapphire owner—agents offer early delivery of all 1955 models.—34, Acree Lane Brixton, 4011, and 3, Dorking Rd., Epsom 3901; demonstrations can be arranged any time except Sundays. (0324/R)

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STEARNS & Co. (Car Sales), Ltd., offer immediate delivery of Sapphires.—254, Brompton Rd., S.W.5. Ken 0081. (19676)

MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists.—Immediate delivery of Sapphire; part exchanges.—Station Rd., Harrow 0022. (0203/R)

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. (0603/R)

CHEAM MOTOR & ENGINEERING CO., Ltd., Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vindict 0125. (0157/R)

PASS AND JOYCE, Ltd., England's largest distributors, for the new superb Armstrong Siddeley Sapphire.—184-188, Gt. Portland St., London, W.1. Museum 1001. (0711/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphire, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (0499/R)

WILSONS—The enthusiastic Sapphire owner—agents offer early delivery of all 1955 models.—34, Acree Lane Brixton, 4011, and 3, Dorking Rd., Epsom 3901; demonstrations can be arranged any time except Sundays. (0324/R)

ARNES

OF Albemarle St., for the magnificent Sapphire.

QUICK delivery, demonstrations at any time, anywhere.—Hyde Park 9323, next to Brown's Hotel. (0391/R)

GUY SALMON AUTOMOBILES.

SEE and try the new 1955 Armstrong Siddeley Sapphire range at—Fortsmouth Rd., Thames Ditton, Surrey. Embrook 5551-2-3. (N4001)

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W. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphire, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (0499/R)

WILSONS—The enthusiastic Sapphire owner—agents offer early delivery of all 1955 models.—34, Acree Lane Brixton, 4011, and 3, Dorking Rd., Epsom 3901; demonstrations can be arranged any time except Sundays. (0324/R)

AUSTIN

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3051-2-3. (N4006)

ROWLAND SMITH for Austins.

LATEST A50 Cambridge saloon on view.

ALL models supplied; part exchanges any distance; confidential l.c.b. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

HARTER & MILLS Ltd., Austin A30, early delivery.

H-75, Gt. Portland St., W.1. Langham 5509. (N2036)

SOUTHGATE area, N.13, N.14 and N.21.—Direct agents for all models; open 8-6 week-days, Sundays 9-12. (0272/R)

SPRINGFIELD GARAGES, Ltd., 5576-7, evenings, Pal. 8974.—Winchmore Hill Rd., Southgate, N.14. (0272/R)

LAMBERHURST, Kent—F. J. Ayards & Co., High Street Garage, Tel. Lamberhurst 217. Your Austin dealers. (0146/R)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for a Austin models, including light commercials.—34, Acree Lane, London, S.W.2. Brixton 4011. (0619/R)

AUSTIN, all models, order now to ensure early delivery.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mol. 6109. (N4053)

AUSTIN, all models, order now to ensure early delivery.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, King. 8104. (N4053)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers; part exchanges.—74/78, Broadway, Bexleyheath, Tel. 1666. (0247/R)

PRIDE & CLARKE, Ltd.—Immediate or early delivery; exchanges welcomed; terms.—237, Brixton Hill, S.W.5. Tel. 3569. (N3068/R)

SMITH & HUNTER, Austin direct agents, immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2312. (N4019)

NEW Cambridge saloon, call and inspect, place your order now for earliest delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (N2049)

NEW A40 van, immediate delivery; hire purchase and part exchanges welcomed.—Herbert and Mills, Church Rd., Ashford Mideas, Tel. 2960. (N2035)

R. C. WIMBUSH, Ltd., Austin stockists; A70 available; part exchange and h.p. facilities.—312, Earis Court Rd., S.W.5. Fremantle 8401. (N4056)

NEW A50 available for inspection; register your order now for earliest delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (N1085)

HILLINGDON MOTORS, Ltd., Austin direct agents, full sale and service facilities; new A40 pick-up available.—325-7, Long Lane, Western Ave., Hillingdon, Tel. Unbridge 8588. (N2062)

LANKESON-ON-THAMES, offer immediate delivery, Austin A70 Countryman; exchanges and deferred terms.—Tel. Kingston 3151-6. (0263/R)

EARLY delivery Austin Princess l.w.b., limousine, list price.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Ad). Leicester Square Tube Station.) Temple Bar 3598. (N1027)

PRINCESS saloon A70, A50, A40, A30 and all commercial models.—Frynn & Stevens, Ltd., the South London Austin Depot, 57, Acree Lane, S.W.2. Repairs and Service to Austin exclusively. Brixton 1155, Streatham 7562. (0899/R)

"Residents in Back" car purchase plan, qualifying residents in Africa, Australia, India, etc., may buy a new Austin, etc., in Britain without purchase tax, use it in Britain on leave, and ship it back.—Write for full particulars, stating requirements, to Main Agents, Steele Griffiths, Ltd., London, S.E.5, England. (0467/R)

MBES & MESES, Ltd. (Est. 1880), the direct Austin specialists for past 30 years, offer early delivery of most models, including commercial vehicles, part exchange and extended payments; always in stock, a number of used Austin cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3012)

PLANNING to buy a new Austin? For early delivery of A30 2-door, or 4-door saloons, or immediate delivery of A70 Hereford saloon, it is so convenient to make your choice from Ferraris of Cricklewood; your present car accepted in part payment at its current market value and credit facilities confidentially arranged.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (N2008)

AUSTIN-HEALEY

NEW Austin-Healey 100, red, black, hide, immediate delivery.—Robbins, East Putney, Tel. 7881. (N3010)

HAVE you tried this amazing sports car? If not, we shall be pleased to arrange a run for you on our demonstration model; choice of colours from the factory.

H. A. SAUNDERS, Ltd., Austin Distributors, 836-82, High Rd., North Finchley, N.12. Tel. Hillside 5272. (N2027)

VANDERVELLS, 215, Haverstock Hill, N.W.3, offer immediate delivery of Austin-Healey, British racing green.—Primrose 4441. (N4067)

AUSTIN-HEALEY

NEW Austin-Healey 100, black, red upholstery, immediate delivery.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 336. (N1076)

LAND & TABOR, Ltd., Welwyn By-Pass, Herts, A Welwyn 481-2-3, offer immediate delivery of two Austin-Healey 100's, black and ice blue. (N1001)

NEW Austin-Healey 100, finished in green, immediate delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (N1085)

ROSE & YOUNG, Ltd., offer new Austin-Healey 100 for immediate delivery.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 8464. (N3067)

AUSTIN-HEALEY, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd., the Austin-Healey specialist; also sole distributors for Le Mans tuning kits in the United Kingdom.—Address: Donald Healey Motor Co., Ltd., Warwick. (19993)

BENTLEY

CAR MART, Ltd.

OFFICIAL retailers, will be pleased to arrange demonstrations of Bentley models fitted with the fully automatic gear box.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. (N1089/R)

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

MAREPAIR, Northampton, Tel. 4540. (0569/R)

DAVID ROSEFIELD, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE Station: Cheetham Hill Rd.,

MANCHESTER, 8, Tel. Blackfriars 2302. (0506/R)

RIPPON BROS. Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249/R)

BOND MINICAR

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY, Great Britain's largest Bond Minicar distributors, immediate delivery all models; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maidsa Vale 6044; open 9 to 8 six days a week. (0776/R)

PRIDE & CLARKE, Ltd., Bond Minicar specialists; all models and colours in stock; quarter deposit secures immediate delivery; balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)

BORWARD

REQUESTS for literature and demonstration to F. Fairman & Sons, Ltd., Hovey, Surrey. Quick delivery all models. Sole distributors for Surrey and Sussex. (Tel. 17.) (0319/R)

METCALFE & MUNDY Ltd., sole concessionaires for all Borward cars, diesel and sports models and the new 2½-litre with optional Hansamatic drive; immediate delivery; nearly all models.—280, Old Brompton Rd., S.W.5. Fre. 5471/0186-7. (N3064)

BRISTOL

BRISTOL, in the Western Counties, new and used models, service and spares; advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol, Tel. 25290. (0331/R)

SCOTLAND and Northern England latest type 403 for immediate delivery; contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributor, 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7596. (073

NEW CARS FOR SALE

CITROEN

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.
NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Egar 5595 (5 lines). [N1000]
JOHNSON S. TRUSCOTT, Ltd., official retailers, delivery from stock; it pays to purchase from specialists.—175, Westbourne Grove, W.11, Bay, 4274. [N4035]
CREST AUTOS, Ltd., official retailers; all models from stock, part exchanges and deferred terms.—136 and 138, Streatham Hill, London, S.W.2. Tel. Tube Hill 1909. 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccuslay 2211-2. [N1002A]

DAIMLER

SMITHS MOTORS OF DULWICH for Daimlers.—285, Rye Lane, S.E.15. New Cross 0462. [0328/R]
DORKING MOTOR CO., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256
DAIMLERS from stock, Conquests, Centurys, Coupses; choice of colours.—Conventry & Jeffs, Ltd., Bristol 20091. [0337/R]

DENHAM'S for Daimlers: Area dealers, sales and service.—Portsmouth Rd., Esher, Surrey. Tel. Esher 3560.
ROGERS GARAGES, Daimler Conquest saloon, silver, immediate delivery.—22, Chiswick High Rd., W.4, Chiswick 6780. [N3054]

DAIMLER Conquest saloon, for immediate delivery.—21, 511/5/10—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kingston 8104. [N4053]

SIDNEY MARCUS, Ltd., early delivery from stock, all models First-class After Service.—35, Sloane St., S.W.1. Sloane 6670. [N3006]
IMMEDIATE delivery Conquest, in silver grey, with blue hide.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [N1003]

IMMEDIATE delivery new Daimler Century saloon, choice of colour; list price £1,661/9/2.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station). Temple Bar 3568. [N1027]

HAROLD SIMONS, Ltd., for Daimlers; exchanges; deferred terms and individual requirements.—Junction of North Circular and Great North Rd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [N4065]

D.K.W.

THE new Sonderklasse D.K.W. car is now on show runs in the North and is available for demonstration at Schenk Motor Engineering Co., Ltd., 465, Stretford Rd., Manchester, 16. Tra. 0323. [6983]

DYNA-PANHARD

SEE the Berlina saloon and Junior cabriolet at the London Motor Show! Foreign visitors, Allied Forces, Diplomatic Corps and export cars supplied free of duties.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.5. Primrose 6159. [9807]

FORD

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
CONSULT W. Harold Perry, Ltd. of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr Zodiac saloon.
W. HAROLD PERRY, Ltd., Ford main dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N3042]
SHAW MOTORS, Ltd., [N3042]

IMMEDIATE delivery Ford Consul convertible; place your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008]

ROWLAND SMITH'S for Ford. [N4008]

ALL models supplied; part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

DAGENHAM MOTORS, Ltd., Ford main dealers. [N4018]

56 Park Lane, W.1. Hyde Park 4866; 374, Belling Rd., Alport, Maccuslay 3568. And 8, 8 and 12, Sanger Rd., Catford, S.E.6. Hither Green 4821. [N1066]

PRIDE & CLARKE, Ltd., Ford agents; exchanges; terms.—237, Brixton Hill, S.W.2. Tel. 3664. [N3068/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Zephyr convertible, ivory. [N1001]

MAYFAIR and West End agent; all new Ford models; drive and try for yourself a 1955 Zephyr before taking delivery from.—RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2502 3/4. [N3052]

R. C. WIMBUSH, Ltd., Ford stockists; part exchange and H.P. facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056]

STARNS & Co. (Car Sales), Ltd., quick delivery on Zodi and Zephyr convertible.—254, Brompton Rd., S.W.3. Ken. 0081. [N3078]

RAYMOND WAY, the hire purchase specialists, for your new Ford; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Malda. Vale 6044; open 9 to 9 six days a week. [0779/R]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—218-221, Balham High Rd., S.W.15. Balham 4401 (5 lines). 104, Poole Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R]

"BRITAIN and Back" car purchase plan, qualifying residents in Africa, Australia, India, etc., may buy a new Ford, etc., in Britain without purchase tax, use it in Britain on leave, and ship it back.—Write for full particulars, stating requirements, to Main Agents, Steele Griffiths, Ltd., London, S.E.5, England. [0468/R]

PLANNING W to buy a new Ford? For immediate delivery of a new Consul convertible, a new Zephyr convertible power operated top, it is so convenient to make your choice from Ferraris of Cricklewood; your present car accepted in part payment as its current market value and credit facilities confidentially arranged.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 8 p.m. [N2008]

FORD

NEW Ford Zephyr convertible, ivory, heater and leather upholstery; for delivery from stock; instant purchase tax £591/7/6.—Smith & Landers (Engineers), Ltd., Hayfield Rd., Ormskirk, Lancs. Tel. Ormskirk 3211-2. [1533]

HILLMAN

REGENT SERVICE GARAGE, Finchley, authorised dealers.
CONSULT us for deliveries and exchanges.—291-295, Ballards Lane, North Finchley, N.12. Hillside 4011-4405. [N3079/R]

AAVAILABLE, new Hillman Minx coupe; terms, exchanges.—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [1093]

THE NEWTON SERVICE GARAGE, Newton's Corner, Forty Lane, Wembley Park, Opposite Wembley Town Hall, Arnold (4) 4011-4405. [N1003]

EARLY delivery all Rootes Group models, demonstrations available. [N4081]

SMITH AUTO CO., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and range.—145, London Rd., Croydon. Croydon 4860-4852. [0868/R]

MEAD OF MAIDENHEAD for early delivery of the new Hillman Husky.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [N3011]

SEE the new Husky—£564/19/2, including tax, and place your order now; also the latest Minx saloon.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [N1003]

ALWAYS prompt and efficient service from the Central London Rootes agents; favourable delivery for private and fleet orders.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. TER. 1001. [0403/R]

HILLMAN Minx saloon, coupe, estate cars, early delivery, exchanges and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [N3011]

HUDSON

NEW 1954 Hudson Hornet, r.h.d., radio and heater and overdrive, for immediate delivery.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4859. [N4028]

HUMBER

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R]

IMMEDIATE delivery new Super Snipe saloon, finished crystal green.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [N1003]

Place your order now with R. S. Mead (Sales), Ltd., for the new Humber Hawk and Super Snipe for early delivery.—42, Queen St., Maidenhead. Tel. 3451-2. [N3011]

SMITH AUTO CO., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon. Croydon 4860-4852. [0867/R]

ALL for a demonstration run in the new Humber Hawk saloon.—Cattermole (Garages), Ltd., Central London Rootes agents, welcome enquiries concerning the supply of Humber cars.

79 N.1. Ter. 1001. [0404/R]

JAGUAR

HENLYS Ltd., [N3042]
ENDLAND'S largest Jaguar distributors. [N3042]

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287). [N3042]

HENLY House, 385, Euston Rd., N.W.1. (Euston 2287). [N3042]

MANCHESTER, 1-5, Peter St. (Blackfriars 7843). [0153/R]

ROWLAND SMITH'S for Jaguar. [N4018]

ALL models supplied; part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

ROSE & YOUNG, Ltd., Jaguar agents. [N4018]

LET us supply your new model.—Sales and Service; 65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulsa Hill 6464. [N3067]

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service. [N3067]

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R]

KD M & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gros. 5551. [N2054/R]

NEW Jaguars, good deliveries, most models in stock. [N2054/R]

Main Dealers.—The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe, Tel. 207. [0669/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Jaguar Mark VII type M saloon with overdrive, black. [N1001]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealer; immediate delivery Jaguar Mark VII saloon; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0914/R]

TRAYNOR MOTORS for your new Jaguar, new "M" type Mark VII here for inspection and demonstration.—135, High St., South, East Ham. Grangeview 2530 and 5834. [N4032]

BARGAIN.—New 1954 series unregistered Jaguar Mark VII saloon, birch grey/red leather, delivered from factory August, not demonstrated, makers' guarantee, £1,475; any make of car taken in part exchange. [N1027]

K. M. MOTORS, Ltd., 101, Brighton Rd., Croydon. Uplands 4241. [0990]

OFFICIAL agents for all models, a representative selection usually in stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station). Temple Bar 3568. [N1027]

IMMEDIATE delivery new Jaguar Mark VII M series, overdrive, choice of colour; list price £1,672/2/6.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station). Temple Bar 3568. [N1027]

JOWETT

JOWETT.
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1114. [N2038/R]

SIDNEY MARCUS, Ltd., early delivery from stock. All models First-class After Service.—35, Sloane St., S.W.1. Sloane 6670. [N3006]

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham N.17. Tottenham 1906/7555. [0504/R]

KAISER

KAISER cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot, opposite London Airport, Hayes, Middlesex. [0399/R]

LANCIA

KD M & CHERRINGTON, Ltd.
MAIN Lancia agents for London's West End
9, Albemarle St., W.1. Gros. 5551. [N2054/R]

LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alport, Nr. Wembley, Middx. Tel. Petivale 5656. [0289/R]

JOE THOMPSON MOTORS, Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.3. Kensington 4859. [N4023]

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.
HERTS, Bucks and Northants, Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R]

A NEW model 180 for immediate delivery.
THE SERVICE GARAGES, Ltd., 85, East Hill, Colchester, Essex. Tel. 2772. [1857]

JOHNSON S. TRUSCOTT, Ltd., for Mercedes-Benz.
THE oldest automobile manufacturers in the world.

AN owner, contemplating changing to a latest model, writes from Scotland—"I should prefer to maintain the pleasurable relationship with you. Mercedes don't need service really so the distance doesn't amount to a major consideration."

7 models, each embodying the latest in technical design, the highest standards of safety, comfort, economy and finish; from £1,382 to £5,500; immediate or early delivery.

SEE and drive Mercedes-Benz at John S. Truscott, Ltd., official retailers throughout U.K., trade distributors London postal area, 173, Westbourne Grove, London, W.11. Bay. 4274. [N4035]

WOKING MOTORS (MAYBURY HILL), Ltd.
DISTRIBUTORS for Surrey and Sussex; all models available; exchanges and terms.—Woking 4277/3. [N4067]

MIDLAND Counties distributors; demonstrations of all models.—Caroli's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [5398]

DAVIES MOTORS, Ltd., official distributors.—Current demonstration car available; early delivery of all models; full service and spares facilities; London Rd., Staines. Tel. 4211-5. [N1080]

SWANMORE GARAGE, official distributors, Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1178-1180, Christchurch Rd., Bournemouth. East Bournemouth Tel. Southbourne 43344. [N4024]

LONDON.—Taylor & Crawley, Trade Distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [N4036]

A NEW motoring experience, contact the Scottish distributors for full particulars; latest models in stock.—Ingia Automobils, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26287. Main agents in the West of Scotland, James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7698. [0862/R]

M.G.

C.M.I. CAR SALES.
OFFICIAL agents M.G. cars, early delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6623. [N1051]

ROWLAND SMITH'S for M.G.
ALL models supplied; part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

S. G. SMITH (MOTORS), Ltd., for your new M.G. T.F. and Magnetite; cars, motor cycles taken in part exchange.—285, Rye Lane, S.E.15. Tel. New Cross 0460. [0529/R]

JACK ROSE, Ltd., M.G. Agents and Stockists, for your new M.G. T.F. and Magnetite.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. Burgh Heath 2376/7. [N3056]

PRIDE & CLARKE, Ltd.—£196 secures delivery new M.G. T.F.; balance over 24 months; choice of colour; exchanges welcomed.—237, Brixton Hill, S.W.2. Tel. 3664. [N3068/R]

MORGAN

WM
WELBECK MOTORS, Ltd., proudly introduce the wonderful new Morgan; the Autocar road test of May 7th focused world attention on to this amazing new car; fitted with the T82 engine and with greatly improved appearance and handling qualities, it is (at £350 inclusive) the lowest priced fully equipped open top motor car on the market; cars available at our showrooms for inspection and trial, or write for full details and performance figures; delivery is quick and certain; Morgan has again entered the very top grade of the world's sports cars.

WELBECK MOTORS, Ltd. (officially appointed Morgan agents), 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [N4049]

NEW CARS FOR SALE

MORGAN

BASIL ROZ, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine. 161, Gt. Portland St., W.1. Langham 7733. [0510/R]

PRIDE & CLARKE, Ltd., £205 deposit secures delivery of Morgan Plus 4; balance over 24 months; choice of colour; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

MORGAN,—Leicester and Rutland County distributors, most models from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [N1058]

MORGAN Plus 4, prompt delivery of these cars; 3 gears for same; huge stocks of 4/4 and 3-wheeler spares.—P. R. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0738/R]

RAYMOND WAY, the hire purchase specialists; for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 8 six days a week. [0770/R]

MORGAN Plus-4 distributors; latest type 2-seater with sloping radiator and built-in head lamps for immediate delivery; send a.e. for full specification.—Motourists (London), Ltd., 64, North Rd., East Finchley Station, N.2. Tuser 2501-2. [N3018]

MORRIS

ROWLAND SMITH'S for Morris. All models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

C. W. J. COLES (CROYDON), Ltd., 18, Mount Rd., South Croydon, Croydon 0374-5. [05912]

PRIDE & CLARKE, Ltd., Morris agents; exchanges; terms.—257, Brixton Hill S.W.2. Tel. 3664. [N3068/R]

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton, Vigilant 4444. [1042]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Morris models, including light commercials.—34, Acire Lane, London, S.W.2. Brixton 4011. [0603/R]

MORRIS Oxford and Cowley, order now for early delivery.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kingston 8104. [N4053]

MORRIS Oxford and Cowley, order now to ensure early delivery.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mol. 6109. [N4053]

SMITH & HUNTER, Morris contracting agents, rotational delivery, exchanges easier deferred terms.—376, Kensington High St., W.14. Western 2512. [N4019]

LANKESTER ENGINEERING Co., Ltd., officially appointed staff Morris cars and vans; reasonable delivery.—39, 43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. [0264/R]

IMMEDIATE delivery new Morris 10cwt Cowley van (unpainted); list price £559/16/7.—Britannia & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [N1027]

MEBES & MEBES, Ltd. (Est. 1895), the Morris specialists for 30 years, offer early delivery of most models including commercial vehicles; part exchange and extended payments; always in stock a number of used Morris cars with B.M.C. warranty. The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012]

PLANNING to buy a new Morris? For delivery in rotation of the new Minor saloon, Oxford or Cowley, it is so convenient to make your choice from Ferrari of Cricklewood; your present car accepted in part payment at its current market value and credit facilities confidentially arranged. [N2008]

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

NASH

NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0582/R]

OLDSMOBILE

DISTRIBUTORS (WINDLECE), Ltd.—Sales, Services and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8500). Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0257/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares. [0199/R]

GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Rus. 2874-5. [0199/R]

PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. [0730/R]

PEUGEOT

LONDON—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0185/R]

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R]

YORKSHIRE,—Distributors for Peugeot cars; early delivery, sales and service.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [0835/R]

PEUGEOT, all models, immediate delivery; ring or write for demonstrations; also full service facilities and parts.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0810/R]

PONTIAC

PONTIAC,—U.S. Concessionaries, Ltd., Pontiac Works, 8, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

PORSCHÉ

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Fremantle 7722. [0928/R]

RELIANT

PRIDE & CLARKE, Ltd., Reliant Regal; £26 deposit secures immediate delivery; balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

RAYMOND WAY for your Reliant Regal 3-wheeler; immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044. [0778/R]

RENAULT

LONDON—Renault sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0186/R]

C. R. ABBOTT & Co., Ltd., Renault distributors, sales and service. New 750cc saloon available.—Dukes Rd., Western Ave., W.3. Tel. Acom 3224-5. [0868]

RAYMOND WAY for your Renault 750 saloon. Immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044. [0777/R]

METROPOLIS GARAGES, Ltd., the Renault distributors, for sales, service and spare parts for all models.—1-31, Malise Rd. (Olympia), W.14. She. 5385-6-7. [0626/R]

PRIDE & CLARKE, Ltd.,—£150 secures delivery of the new 750 saloon, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

RENAULT,—Leicester and Rutland County distributors; 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [N1059]

YORKSHIRE,—For Renault sales & service; early delivery of the 750cc saloon and the 2-litre Fregate model.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [0835/R]

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. [0110/R]

RILEY

NEW Rileys from stock. [N3052]

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2552/3/4. [N3052]

14-litre delivery ex stock; one only.—Montrose Motors, Wembley 2636. [0765/R]

KDM & CHERINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R]

14-litre Riley saloon, finished in green, with fawn 2 interior; list price, immediate delivery. [N2056]

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Ryelane, S.E.15. New X 0482. [0530/R]

NEW Rileys,—Tyr Motourists (London), Ltd., 66 North Rd., St. Pancras Station, N.2. Tudor 2301-2. [N3018]

VANDERVELLS, 215, Haverstock Hill, N.W.3, offer immediate delivery of Riley 1½-litre.—Frisco 4441. [N4067]

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery 1½-litre; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4055]

NEW Riley 1½-litre, green, one only, for immediate delivery.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. [N1098]

AVAILABLE from stock, new 1½-litre Riley saloon; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 601. [N2003]

CLARKE & SIMPSON, Ltd., Riley Sales & Service, offer immediate delivery 1½-litre all colours.—49 Sloane Square, London, S.W.1. Tel. Sloane 4221. [N1048]

ALPE & SAUNDERS LTD., Agents for Rileys offer tan leather Providence Court, North Audley Street, Mayfair 2941. [N1006]

RILEY 1½-litre, metallic blue/grey, immediate delivery, list price, deferred terms, part exchanges. Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.15 (few minutes Clapham Junction). Batt. 2252. [N3022]

PRIDE & CLARKE, Ltd.,—£202 deposit secures delivery of new Riley 1½ saloon; balance over 24 months; choice of colour; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

IMMEDIATE delivery new 1½-litre Riley saloon, choice of colour; list price £1,205/5/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [N1027]

ROLLS-ROYCE

CAR MART, Ltd., Official retailers offer for future delivery the Rolls-Royce Silver Dawn saloon and a range of coachwork on Silver Wraith chassis by leading coach builders. [N1039/R]

CAR MART, Ltd., Gloucester House, 150, Park Lane W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

GROSE Ltd., Northampton. [N1039/R]

OFFICIAL Rolls-Royce retailers. [N1039/R]

SHOWROOMS and service. [N1039/R]

MAREFAIR, Northampton. Tel. 4540. [N1039/R]

DAVID ROSENFELD, Ltd., [N1039/R]

OFFICIAL Rolls-Royce and Bentley retailers. [N1039/R]

SHOWROOMS: 1-5, Peter St., Manchester. 2. [N1039/R]

PHONE: Blackfriars 4942. [N1039/R]

SERVICE station: Cheetham Hill Rd., [N1039/R]

MANCHESTER, 8, Tel. Blackfriars 2302. [0561/R]

RIPPOBROS, Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros. Ltd., Huddersfield 7070 (10 lines). [0249/R]

ROVER

HENLYS, England's leading Motor Agents. [N3068/R]

ROVER distributors. [N3068/R]

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287). [N3068/R]

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). [0154/R]

ROVER. [N3068/R]

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service. [N3068/R]

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0845/R]

DORKING MOTOR CO., Ltd., main dealers, Rover 60, 75 and 90.—Dorking 2256. [N1089]

KDM & CHERINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N3054/R]

BEXHILL,—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2362/3. [0951/R]

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon, Tho. 1222. [0063/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges, 74-78, Broadway, Bexleyheath, Tel. 1666. [0912/R]

1954 Rover 90 saloon, with radio, unregistered, immediate delivery.—Mansfield Autos, Ltd., Euston 2591. [N3001]

DUNHAM & HAINES, distributors and specialists for Rovers and Land-Rovers.—Dunham & Haines, 46, Castle St., Luton 2100-1. [N1079]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited—321, Romford Rd., Forest Gate, E.7. Maryland 4918. [0451]

BIRMINGHAM,—Hatton Motors, Ltd., Rover stockists; delivery enquiries invited for the 1955 models. [N215/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0091/R]

ROSENFELD for Rover distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd., 1-3, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0068/R]

H. A. FOX & Co. Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gardens, Old Bond St., London W.1. Tel. Regent 8822. [0140]

LAND-ROVER

IMMEDIATE delivery new Land-Rover station wagon; list price £893/12/6.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [N1027]

SIMCA

LONDON, W.1. [N3040]

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. F. Edwards, 200, Great Portland Place, Berkeley Sq. W.1. Mayfair 0821-2. [N3040]

FIAT (ENGLAND), Ltd., [N3040]

WATER, Rd., Wembley. Tel. Perivale 5631. [N3040]

SOLE Concessionaires. [N3040]

Great Britain and Northern Ireland for Simca sales and service. Distributors and Dealers throughout the country. [N3040]

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford, Lower High St., Watford. Tel. Watford 4491. [N3082/R]

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Chichester, Hilt. Surrey. Tel. 2232/3. [N1063]

PRIDE & CLARKE, Ltd.,—£225 deposit secures delivery new Simca; balance over 24 months; choice of colour; exchanges welcomed.—257, Brixton Hill, S.W.2. Tel. 3664. [N3068/R]

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1086]

MAYFAIR GARAGES, Ltd., West End retail dealers and stockists of the new Aronde saloon; £264/11/7 including purchase tax; immediate delivery, demonstrations.—Balderton St. (opposite Selfridges clock), W.1. Mayfair 3104/5. [N3006]

SINGER

THE new Hunter; early delivery, part exchanges, finance facilities.—Distributors, Marlbrook & Kirby, Sandwich 3066. [N1135]

THE Singer agents offer immediate delivery of all 1954 models; demonstrations; exchanges; deferred payments. [N1135]

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R]

SINGER Hunter for immediate delivery; terms and exchanges.—Jack Williams Motors, Ltd., 169, Priory Rd., Hornsey, Mounview 5228 and 5774. [N4054]

SEE and drive the new 1955 Singer Hunter saloon at the Singer main agents.—B. & H. Motors, 1464-5, High Rd., Whetstone (Finchley), N.20. Just telephone Hillside 6671. [N1021]

MAYFAIR GARAGES, Ltd., West End retail dealers and stockists of the new Hunter saloon, £271/1/6 including purchase tax; immediate delivery, demonstrations.—Balderton St. (opposite Selfridges clock), W.1. Mayfair 3104/5. [N3006]

STANDARD

SHAW MOTORS, Ltd., [N3006]

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim 3031-2-3. [N4003]

NEW CARS FOR SALE

STANDARD

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Standard 8 saloon.

ALL models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0840/R]

STANDARD 8 saloon, fitted with heater; list price, immediate delivery.

LYNE, FRANK & WAGSTAFF, 5-5, Crouch End Hill, N.8. Mountview 4401. [N2058]

IMMEDIATE delivery Standard 8 saloon; part exchange welcomed; terms.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [N4060]

STANDARD 8, 10 and Vanguard saloons.—Try New Cross Car Mart, Ltd. Tideway 2908. [0805/R]

VANGUARD Ph. II saloon.—Try Motorists (London), Ltd., 61 North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

STANDARD 10 saloons.—Try Motorists (London), Ltd., 61 North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

STANDARD 8 saloons.—Try Motorists (London), Ltd., 61 North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd. Tel. Woking 334. [N2051]

SIDNEY MARCUS, Ltd., early delivery from stock, all models First-class After Service.—33, Sloane St., S.W.1. Sloane 6970. [N3006]

JOHNS S. TRUSCOTT, Ltd., official retailers; early delivery Vanguard and 8hp models.—175, Westbourne Grove, W.11. Bay. 4274. [N4035]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-76, Broadway, Bexleyheath. Tel. 1666. [0913/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Standards, including light commercials.—54, Acre Lane, London, S.W.2. Brixton 4011. [0804/R]

STANDARD car specialists in sales and service; deferred terms.—Spartan Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0413/R]

CARRS AUTO SALES, Ltd., Standard House, South End Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0895/R]

PRIDE & CLARKE, Ltd.—2197 secures immediate delivery New Vanguard; balance over 24 months; exchanges welcomed.—237, Brixton Hill, S.W.2. Tudor 3664. [N3068/R]

L. F. DOVE, Ltd., have for immediate delivery a new Standard 8 saloon; full range of demonstration models; part exchange and hire purchase.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [01077]

STANDARD Vanguard and Standard 8, immediate delivery; terms and exchanges.—Jack Williams Motors, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [N4054]

ROSE & YOUNG, Ltd., offer new Standard Vanguard for immediate delivery.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N3067]

IMMEDIATE delivery new Standard 8 saloon, colour black; list price £491/7/6.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [N1027]

STANDARD & Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloon; demonstration cars available.—Lancker Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0402/R]

PLANNING to buy a new Standard? For immediate delivery the new 8 saloon, or Vanguard saloon, and early delivery of the Ten saloon, it is so convenient to make your choice from Ferraris of Cricklewood; your present car accepted in part payment at its current market value and credit facilities confidentially arranged.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 395, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R]

SUNBEAM-TALBOT

GORDON CARS (LONDON), Ltd.

IMMEDIATE delivery guaranteed.

SUBJECT only to remaining unsold.

90 coupe, black/red leather.

90 coupe, green/green leather.

ALPINE Special works tuned engine, overdrive, twin manifold carburation, ivory/red leather.

We should be pleased to quote for your car in part exchange and immediate confidential extended payment facilities for periods up to three years in approved cases.

GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Golders Green Station), Golders Green, London, N.W.11. Speedwell 4701. [1426]

BARNET area.—Sunbeam-Talbot main dealers.—Hedley Green Garages, Ltd., 202-4, High St., Barnet 0532. [0413]

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0889/R]

SUNBEAM-TALBOT

ALWAYS prompt and efficient service from the Central London Rootes Agents, Sunbeam-Talbots our speciality. Immediate attention to your enquiries.—Cattermole's (Garages), Ltd., 79-89, Pentonville Rd. (near Kings Cross Station), London, N.1. Tel. 1001. [0405/R]

SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End Croydon, Cro. 6088.

SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. [0895/R]

DORETTI.—Distributors for the Greater Birmingham area; early delivery; terms, exchanges.—P. J. Evans, Ltd., John Bright St. Mid. 2911. [0897/R]

PRIDE & CLARKE, Ltd., Doretti agents, immediate delivery; terms, exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R]

LANKESTER ENGINEERING Co., Ltd., 80/83, Victoria Rd., Surbiton, distributors in Surrey for Swallow Doretti, offer immediate delivery; demonstration car available.—Elmbridge 1184/5. [0359/R]

SWALLOW DORETTI sports, colour cream/black, leather upholstery; immediate delivery, part exchange; hire purchase arranged.—Ashlands Garage, Ltd., Hartshill, Stoke-on-Trent. Tel. Stoke-on-Trent 44584. [9046]

TRIUMPH

ROWLAND SMITH'S for Triumphs.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R]

TRIUMPH TR2 and Renown saloons.—Try New Cross Car Mart, Ltd., Tideway 2908. [0806/R]

RENOWN saloon.—Try Motorists (London), Ltd., 61 North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

JACK ROSE, Ltd., Standard and Triumph Agents and Stockists.—High St., Banstead, Surrey, Burgh Heath 2376/7. [N3056]

STEARNS & Co. (Car Sales), Ltd., offer instant delivery of TR2 green or red.—254, Brompton Rd. S.W.3. Ken. 0081. [9677]

TR2 green with brown leather, overdrive, immediate delivery.—Omley Hill Service Station, Omley, Hitchin. Tel. Ofey 48. [11033]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer immediate delivery.

PRIDE & CLARKE, Ltd., Triumph Renown, TR2; immediate delivery; exchanges welcomed; terms.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R]

CARRS AUTO SALES, Ltd., Standard House, South End Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0493/R]

TR2 Roadster, Pearl, white/blue, tonneau cover, new, list price; £899.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. For. 9351-2. [0213/R]

TR2 racing green, immediate delivery; terms and exchanges.—Jack Williams Motors, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [N4054]

TRIUMPH TR2 sports, British racing green, overdrive wire wheels immediate delivery; list price.—Browns Garage, Loughton (Essex) 6262 (Tube). [N1034]

IMMEDIATE delivery of Triumph TR2 sports, finished British racing green, leather upholstery, fitted overdrive.—Charles Richards, Ltd., 56, Bayswater Rd. 3440. [N3050]

ROSE & YOUNG, Ltd., offer new Triumph TR2 for immediate delivery.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N3067]

L. F. DOVE, Ltd., the TR2 Centre.—Your sports car in part exchange, h.p. terms; demonstrator available.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077]

LANKESTER ENGINEERING Co., Ltd., Standard & Triumph distributors, offer immediate delivery Triumph TR2 and Renown saloons, choice of colour.—90/83, Victoria Rd., Surbiton. Elmbridge 1184/5. [0693/R]

IMMEDIATE delivery new Triumph TR2 sports, 4 choice of colour; list price £2896/10/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [N1027]

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms, 6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (Close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0808/R]

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.

Tel. Ripley 2361. [0017/R]

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225. Uplands 8629. [0127/R]

VOLKSWAGEN

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R]

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 1722. [0300/R]

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield. 1. Tel. 26358/9. Complete facilities. [0128/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, offer early delivery of de luxe saloons. [N1001]

PRIDE & CLARKE, Ltd., South London distributors.—Exchange your car for the latest Volkswagen; terms.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; early deliveries, full service and spares facilities.—275, London Rd., Staines. Tel. 4211 (3 lines). [N1080]

YORKSHIRE county distributors can offer early deliveries all models full spares and service facilities available.—Moortown Garage, Ltd., 298, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0723/R]

LOXFORD GARAGE for Volkswagen saloon and commercial vehicles; sales and service; part exchanges and H.P. terms; official main agents.—Lxford Garage, Ilford Lane, Ilford. Tel. 3155-6. [0927/R]

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-1. [0519/R]

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; saloons from £599/13/4; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standard in transport economy; double the distance at half the cost.—Details—

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. [N1017]

WOLSELEY

WOLSELEY cars, sole concessionaires for Great Britain, sales, service, spares.—Steelie Griffiths, Ltd., Cambridge Green, London, S.E.5. Rodney 2201-6; regional depot; opposite London Airport, Hayes, Middlesex. [0812/R]

EW

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046]

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3051-2-3. [N4008]

ROWLAND SMITH'S for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4018]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 4/44 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

WOLSELEY 6/80 saloon, finished in metallic grey; list price, immediate delivery.

LYNE, FRANK & WAGSTAFF, 5-5, Crouch End Hill, N.8. Mountview 4401. [N2058]

PRIDE & CLARKE, Ltd., Wolseley agents.—Exchange your car; terms.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R]

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange hire purchase facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056]

JACK ROSE, Ltd., Wolseley Agents and Stockists for your new 4/44 and 6/80.—Staford Rd., Wallington, Surrey. Wallington 6677-8. Burgh Heath 2376-7. [N3056]

C. W. J. COLES (CROYDON), Ltd., official agents, offer early delivery of 6/80 and 4/44 models, part exchange and hire purchase.—18, Blunt Rd., South Croydon. Cro. 0074/5. [7193]

IMMEDIATE delivery new Wolseley 6/80 saloon, choice of colour; list price £850/5/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [N1027]

MEBES & MEBS, Ltd. (Est. 1893), the Wolseley specialists for past 30 years, offer early delivery of both Four-Forty-Four and Six-Eighty saloons, various colours; part exchange and extended payments; always in stock a number of used Wolseley cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. 2040. [N3012]

MISCELLANEOUS CARS

GATEHOUSE MOTORS

ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021]

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard Triumph and Wolseley.

PARTS, exchanges, an distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4018]

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly W.1. Grosvenor 3401. [0012/R]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0713/R]

SPECIALISTS FOR-NEW CARS, CARAVANS & COMMERCIAL VEHICLES

NEW CAR SECTION

A.C.

BEDFORD.—The Bedford Car Mart, 92-94, Amphill Road, Tel. Bedford 5223. A.C. distributors.
BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel.: Midland 4577/8/9. A.C. distributors.
EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-32, Upper High St. Tel. 9400. A.C. distributors.
PLYMOUTH.—Vosper's Motor House (Plymouth), Ltd., Willow Plot, Russell Street. Tel. Plymouth 61388. A.C. distributors.
READING.—Cyril Sheppard, 'Sheppards Hill.' Tel. Sonning 2345. A.C. distributors.
WORTHING.—K. N. Rudd (Engineers), Ltd., 65/69, Victoria Rd. Tel. Worthing 7773/4. A.C. distributors.

ALLARD

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol Street. Midland 5861/5 or 5903/6. Allard distributors.
LEEDS.—Tate of Leeds, Ltd., New York Road. Tel. 31281. Allard distributors.

ALVIS

BRIDGewater.—W. E. Challice, Ltd., Cannington. Tel. Combech 228. Alvis distributors for Bridgewater.
BRIDLINGTON.—The East Riding Motor Co., Ltd., Alexandra Garage. Tel. Bridlington 3414. Alvis distributors.
EDINBURGH.—Ingilis Automobiles, Ltd., 64-78, Pitt Street. Tel. Waverley 5784/5/6. Alvis main agents.
ETON.—Eton Garages, Ltd., 124, High St. Windsor 619. Distributors St. Bucks. E. Berks.
EXETER.—Motor Mecca, Magdalen Road. Tel. Exeter 2700. Alvis distributors.
GLASGOW.—James H. Galt, Ltd., 52, Woodlands Road. Tel. Douglas 7598. Alvis distributors for Scotland.
KINGSTON-UPON-THAMES (Surrey).—G. W. Wilkin, Ltd., 1, Weston Park. Kingston 2241 & 8104. Alvis dealers.
MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage. Tel. Rusholme 2674/5. Alvis main agents.
NEWCASTLE-UPON-TYNE (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Newcastle 67321/2. Distributors.
READING.—T. Baker & Sons, 35-37, Friar St. Tel. 3576. Alvis distributors.
SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. & Bailey Lane. Tel. 22896 & 22625. Main dealers.

ARMSTRONG SIDDELEY

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Altrincham 2662/63. Armstrong Siddeley area dealers.
BEXHILL-ON-SEA.—L. Russell & Co., London Road. Tel. Bexhill 485. Armstrong Siddeley main agents.
BIRMINGHAM, 5.—Frank Moseley (Auto Sales & Service), Ltd., 4, Edmund Street. Central 6322. Distributors.
BRIXTON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., Trinity Gardens. Brixton 4011. Armstrong Siddeley retail dealers.
BROMLEY (Kent).—Badow's Garage, Ltd., Plaistow Lane. Tel. Ravensbourne 2273. Armstrong Siddeley main dealers.
CARLISLE.—Reah Bros., Lonsdale Street. Tel. 22078. Armstrong Siddeley distributors.
CHEAM.—Cheam Motor & Engineering Co., Ltd., Ewell Road. Tel. Vigilant 0125. Armstrong Siddeley area dealers.
CHELLENHAM.—Regent Motors (G. Readings, Ltd.), Regent Street. Tel. Cheltenham 2041. Armstrong Siddeley distributors.
CROWBOROUGH.—V. F. M. Motors, Ltd., Croft Road. Tel. 3388. Armstrong Siddeley area dealers.
DORKING.—R. R. C. Walker, Pippbrook Garage, London Road. Tel. Dorking 3891. Armstrong Siddeley area dealers.
EPSOM (Surrey).—Wilson's Automobile & Coachworks, Ltd., 1, Dorking Road. Epsom 3901. Armstrong Siddeley dealers.
GUILDFORD.—Clarke's of Pirbright, Guildford Rd., Pirbright. Tel. Brookwood 2201. Armstrong Siddeley area dealers.
HARROW (Middlex).—Blue Star Garages, Alexandra Avenue, Rayners Lane. Pinner 3854. Armstrong Siddeley retail dealers.
KIDDERMINSTER.—Laughton Goodwin & Co., Ltd., George Street, Kidderminster 2255/6/7. Armstrong Siddeley area dealers.
LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St. Tel. Mayfair 6266. Armstrong Siddeley agents.
LONDON, W.1.—S. Morris & Co., 40, Conduit Street. Regent 0424 (6 lines). Retail dealers.
LONDON, N.W.3.—Walter Scott Motor Co., Ltd., 59, College Crescent, Hampstead. Primrose 5914. Sub dealers.
LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Road, Tottenham. Tel. Stamford Hill 8000. Agents.
LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Road, Leyton. Tel. Leyton 3000. Armstrong main agents.
NEWBURY.—Wheeler's (Newbury), Ltd., The Broadway, Tel. 1020/1. Armstrong Siddeley area dealers.
NORTHAMPTON.—Hamline Motors, Ltd., 39, Sheep Street. Tel. Northampton 3616. Armstrong Siddeley distributors.

ARMSTRONG SIDDELEY—Continued

ROMFORD (Essex).—Romford Motor Co., 181, South Street. Tel. Romford 2211. Armstrong Siddeley retail stockists.
ST. ALBANS.—W. M. Couper, Catherine Street. Tel. 4345. Armstrong Siddeley main agents.
THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Road. Tel. Emberbrook 5551. Armstrong Siddeley main agents.
TONBRIDGE.—Tonbridge Motor Service, Ltd., Speedway House. Tel. Tonbridge 3288. Armstrong Siddeley area dealers.
WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Road, Waltham Cross 4201 & 2760. Appointed dealers.
WALTON-ON-THAMES.—Bridge Motor Works, New Zealand Avenue. Tel. 2404/5/6. Main dealers.
WINCHESTER.—Winchester Motor Co., Ltd., St. Cross Road. Tel. Winchester 3231. Armstrong Siddeley area dealers.

ASTON MARTIN

BRADFORD.—Charles Sidney, Ltd., 39 Westgate. Tel. 22884. Aston Martin dealers.
CATERHAM HILL (Surrey).—Anthony Crook Motors, Ltd., Tel. Caterham 2332. Aston Martin.
ESHER (Surrey).—Anthony Crook Motors, Ltd., 14-16, High St. Esher 4580. Aston Martin main dealers.
THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Road. Emberbrook 5551. Aston Martin official retailers.
WALTON-ON-THAMES.—Bridge Motor Works, New Zealand Avenue. Tel. 2404/5/6. Main Dealers.

AUSTIN

ABERDEEN.—Aberdeen Motors, Ltd., 12, Union Row. Tel. Aberdeen 29155 (4 lines). Austin distributors.
ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Altrincham 2662/63. Austin retail dealers.
ASHFORD (Middlex).—Herbert & Mills Ltd., Church Road. Tel. Ashford (Middlex) 2960. Austin retail dealers.
ASHFORD (Middlex).—Herts Garage & Engineering Co., Ltd., King's Road. Ashford 2084 & 3908. Dealers.
BARKING.—Barking Garage & Engineering Co., Ltd., Wakefield Road. Tel. Rippleway 0333/7. Austin dealers.
BARNET.—Odeo Motors, Ltd., Gt. North Road. Tel. Barnet 1144/5/6. Austin retail dealers.
BATTERSEA, S.W.11.—Red Rics Automobiles, 58, Battersea Bridge Road. Battersea 6171. Austin stocking dealers.
BECKENHAM (Kent).—Cooler & Green, Ltd., Eden Park Garage, 485, Upper Elmiers End Rd. Beckenham 2565. Dealers.
BECKENHAM (Kent).—Saunders, Abbott & Co., 1, Wickham Road. Tel. Beckenham 1930. Austin retail dealers.
BEDFORD (Middlesex).—Over Hall Garages, Ltd., 5, Staines Road. Tel. Ashford 2523. Austin stockists.
BIRMINGHAM, 6.—Flewitt, Ltd., 120/122, Alma Street. Tel. Aston Cross 3206/8. Austin retail dealers.
BIRMINGHAM, 12.—Oliver U. Tallett, Ltd., 361/5, Moseley Road. Tel. Calthorpe 1151/2. Austin retail dealers.
BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. Midland 4577/8/9. Austin retail dealers.
BIRMINGHAM, 31.—Tessall Garage Ltd Bristol Rd. South. Tel. Pri. 1014/38/2. Austin agents.
BIRMINGHAM.—Wheeler's Garage (B'ham), Ltd., 77/78, Bristol Road South, Northfield. Priory 1176-7-8-9. Retail dealers.
BIRMINGHAM, 24.—Yenton Garage Co., Ltd., 125, Sutor Road. Tel. Erdington 2228. Austin retail dealers.
BLANDFORD FORUM.—Flander's Garage, Whitecliff Mill Street. Tel. Blandford 57. Austin main dealers.
BLETCHLEY (Bucks).—E. Vaughan, 10-14, Aylesbury St. Tel. Bletchley 166. Austin dealers.
BOURNEMOUTH.—Bournemouth Imperial Motors, Ltd., 185/7, Old Christchurch Road. Tel. Bournemouth 5365 (4 lines). Austin distributors.
BRADFORD.—Bayley Motor Company, Dudley Hill. Tel. Dudley Hill 61. Austin retail dealers.
BRIXTON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., Trinity Gdns. Tel. Brixton 4011. Austin retail dealers.
BURGH HEATH.—French & Foxwell Ltd., Burgh Heath. Tel. Tadworth. Burgh Heath 66. Retail dealers.
BUXTON.—Bassetts Garage, Hartington. Tel. Hartington 241. Austin dealers.
CARLISLE.—Dias & Co., Ltd., 53, Lowther St. Tel.: Carlisle 21547. Austin distributors.
CATERHAM (Surrey).—Layhams Engineering Co., 579-585, Croydon Road. Tel. Caterham 2384. Austin stocking agents.
CHESTER.—Godfrey Houghton, Ltd., 38, City Road. Tel.: 24818. Austin retail dealers.
CLEVELAND (Somerset).—Binding & Payne, Ltd., Central Garage. Tel. Clevedon 2201/2. Austin main agents.
COULSDON (Surrey).—Star Lane Garage, Ltd., 70, Brighton Road Hooley. Downland 237. Austin area dealers.
COVENTRY.—Sam Robbins, Ltd., The Austin Depot, Cox Street. Tel. 63242/3. Austin main dealers.
CREWE.—J. Slack, Bele Vue Garage, Earle Street. Tel. Crewe 2448. Austin stocking dealers.

AUSTIN—Continued

CROWBOROUGH.—V.F.M. Motors, Ltd., Croft Road. Tel. 3388. Austin area dealers.
CROYDON.—L. F. Dove Ltd., 111-115, Addiscombe Road. Tel. Add. 3066/7/8/9. Austin main dealers.
CROYDON.—Leathwoods Garages, Ltd., 203, St. James's Road. Tel. Thornton Heath 1222. Austin main agents.
CROYDON.—Milne & Russell, Ltd., 1, Brighton Road. Tel. Croydon 3556/7/8. Austin main dealers.
DENHAM.—Denham Service Station, Ltd., Tel. 2266. Austin agents.
DORKING.—Dorking Motor Co., Ltd., Reigate Road. Tel. Dorking 2256 (3 lines). Austin stocking dealers.
DORKING (Surrey).—F. W. Mays & Co., Ltd., 105, South St. Dorking 2244. Austin retail dealers.
EDGWARE (Middlex).—S. Bowen & Sons, Ltd., Hillside Garage, High St. Edgware 4464/5. Retail dealers.
EDGWARE.—Deansbrook Garage, 130, Hale Lane. Tel. Mill Hill 2944. Austin retail dealers.
EDINBURGH.—Ingilis Automobiles, Ltd., 64-78, Pitt Street. Tel. Waverley 5784/5/6. Austin retail dealers.
ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Tel. 2581. Austin main dealers.
ENFIELD.—D. J. Shepherd & Co., Ltd., 434-8, Hertford Road. Tel. Howard 1851. Austin dealers.
ENFIELD (Middlex).—The Old Oak Motor Co., Ltd., 79, Windmill Hill. Enfield 2261. Austin dealers.
EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-32, Upper High St. Tel. 9400. Retail dealers.
EPSOM.—Page Motors, Ltd., 70, High St. Tel. Epsom 9691/2/3. Austin retail dealers.
ESHER.—E.F.S. Motors, Ltd., Kingston By-Pass Road. Tel. Emberbrook 3000. Austin retail dealers.
EVERCRECH (Somerset).—R. Whitehead & Son, Tel. Evercrech 395. Austin dealers.
EXETER.—P. Pike & Co., Ltd., Aliphington Street. Tel. 58241. Austin distributors.
FARNHAM (Surrey).—Swain & Jones, Ltd., East Street. Tel. Farnham 6201 (4 lines). Austin distributors.
FOLKESTONE (Kent).—Folkestone Motor Co., Ltd., 157, Sandgate Road. Tel. Folkestone 51751. Austin main dealers.
GAMLINGAY (Cambs).—Alec Norman (Garages), Ltd., Gouch Street. Gamlingay 226 & 243. Austin trader.
GODALMING.—H. A. Jackson, Hurtmore Road. Tel. 782/3. Austin main dealers.
GRAVESEND.—Spooners Motors, Ltd., The Grove. Tel. Gravesend 5236/7. Austin stocking agents.
GRIMSBY.—Grimby Motors, Ltd., Eleanor St. Tel. 56161/2/3. Austin distributors.
GUILDFORD.—Coomb & Sons (Guildford), Ltd., Portsmouth Road. Tel. Guildford 62907. Austin agents.
HARROW (Middlex).—Central Motors (Harrow), Ltd., 95, 105, 108, Pinner Rd. Harrow 1707. Retail dealers.
HARROW.—Northern Motors of Harrow, 186-194, 194, Pinner Road. Tel. Harrow 4444. Austin retail dealers.
HAYES (Middlex).—Beal & Potter, Ltd., 44, Station Rd. Tel. Hayes 0097/98. Austin retail dealers.
HEMEL HEMPSTEAD.—Shoal's Garage, Ltd., London Rd. Tel. Boxmoor 153/154. Austin main agents.
HENLEY-ON-THAMES.—Rolle's Garage, Station Rd. Tel. Henley 136. Austin main dealers.
HERTFORD.—Alfred E. Neale & Son, Ltd., Austin House, London Rd. Tel. 2561. Main agents.
HILLINGDON.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave. Tel. Uxbridge 8589/9. Austin retail dealers.
HODDESDON (Herts).—The Hoddesdon Motor Co., 21, High St. Tel. 2048. Austin retail dealers.
HOLMFIRTH.—G. W. Castle, Ltd., Huddersfield Road. Tel. Holmfirth 676/7. Austin retail dealers.
HORNSEY, N.8.—Ellis & Co., 44-58, High St. Tel. Mountview 2255/6/7. Austin retail dealers.
IPSWICH.—A. E. & L. Crawley, 7 & 9, Woodbridge Road. Tel. Ipswich 3066. Austin stocking dealers.
KIDDERMINSTER.—Laughton Goodwin & Co., Ltd., George St. Kidderminster 2255/6/7. Austin retail dealers.
KINGSTON-ON-THAMES.—Bentalls, Ltd., Wood St. Tel. Kingston 1001. Austin retail dealers.
KINGSTON UPON THAMES (Surrey).—G. W. Wilkin, Ltd., 1, Weston Park. Kingston 2241 & 8104. Austin dealers.
LAMBERTHURST (Kent).—F. J. Eyards & Co., High St. Garage. Tel. Lambethurst 217. Austin retail dealers.
LONDON, W.1.—H. F. Edwards & Co., Ltd., 200, Gt. Portland St., Lougham 0013. Retail dealers.
LONDON, W.1.—R. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/2/3. Retail dealer.
LONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane. Mayfair 0402/3. Austin retail dealers.
LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Tel. Lougham 5506/7. Retail dealers.
LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Austin retail dealers.
LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Retail dealers.
LONDON, W.1.—Poland St. Garage, 49/53, Poland St. Tel. Gerrard 9010. Austin retail dealers.
LONDON, W.1.—Oxford & Sons, Ltd., 67, Baker Street. Tel. Welbeck 6899. Austin agents.
LONDON, W.2.—Charles Richards, Ltd., 56, Bayswater Rd. Tel. Paddington 1820. Austin retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

AUSTIN—Continued

LONDON, W.2.—Beardmore Service, Ltd., 26, Queensway. Tel. Bayswater 0136/7/8. Austin retail dealers.

LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492-5, Elgin Rd., Chiswick. Chiswick 0558 & 2619. Retail dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Chiswick 0911. Retail dealers.

LONDON, W.5.—A. E. Hill & Sons (Ealing), Ltd., Florence Rd. Garage, Ealing 0522 & 1762. Dealers.

LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Tel. Ealing 4727. Austin dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King St., Hammersmith, Tel. Riverside 3665/6. Austin retail dealers.

LONDON, W.6.—West London Motors, 205, Fulham Palace Rd. Tel. Fulham 0066. Austin retail dealers.

LONDON, W.14.—Drayson Motors, Ltd., 1a, Hammersmith Rd. Tel. Fulham 3425. Austin retail dealers.

LONDON, W.14.—Smith & Hunter, Ltd., 376-8, Kensington High St. Western 2512, 6417. Stocking traders.

LONDON, W.C.2.—Tickford, Ltd., 6-9, Upper St. Martin's Lane. Tel. Temple Bar 3538. Austin dealers.

LONDON, N.W.1.—The Car Mart, Ltd., London Distributors, Stanhope House, 320, Euston Road. Euston 1212.

LONDON, N.W.3.—Finchley Road Garage, Ltd., 335, Finchley Road. Tel. Hampstead 2252. Stocking trader.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane. Hendon 1145/6, 1181/2. Retail dealers.

LONDON, N.W.7.—Ferguson & Curtis, Parkside Garage, Mill Hill. Tel. 1922. Austin retail dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6134 & 4495. Retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High Street, Harlesden. Tel. Egar 6256/7/8. Agents.

LONDON, N.1.—Benco Motors, Ltd., 203, Essex Road, Tel. Canonbury 6146. Austin retail dealers.

LONDON, N.6.—Martins Motors (Highgate), Ltd., Highgate High St. Tel. Mountview 3413. Austin retail dealers.

LONDON, N.9.—Grove Garage & Motors, 293-7, Fore St. Edm. 4162 & 6050. Austin retail dealers.

LONDON, N.12.—H. A. Saunders, Ltd., Austin House, High Rd., North Finchley. Tel. Hillside 5272. Distributors.

LONDON, N.14.—Ridge Motors, Cannon Hill, Southgate. Tel. Palmers Green 3691/2/3. Austin main dealers.

LONDON, N.14.—Springfield Garages, Ltd., Winchmore Hill Rd., Southgate. Tel. 5576/7. Austin retail dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Road, Tottenham. Tel. Stamford Hill 8000. Agents.

LONDON, N.16.—Hunter Motors, Ltd., 87, Stoke Newington Rd. Tel. Clissold 0931. Austin retail dealers.

LONDON, N.17.—Bruce Garages, Ltd., 127, Lordship Lane, Tottenham. Tel. Tottenham 9291. Austin direct agents.

LONDON, N.21.—Winchmore Hill Garage, 804-8, Green Lanes. Tel. Laburnum 5961. Austin dealers.

LONDON, E.6.—Norman Thomson (Motors), Ltd., 255-7, Barkings Road, East Ham. Tel. Grangewood 2933. Dealers.

LONDON, E.7.—Youngs of Forest Gate, Ltd., 605-7, Romford Rd. Grangewood 0027/8/9. Main agents.

LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. 6671/2. Austin stocking dealers.

LONDON, E.14.—Coburn Motors, Ltd., 249-251, East India Dock Road, Poplar, East 2987. Retail dealers.

LONDON, S.E.12.—Bellamy's (London), Ltd., 2, Burnt Ash Hill. Tel. Lee Green 4821/2. Austin dealers.

LONDON, S.E.12.—Clifton's Service Station, Ltd., 59, Sidecup Rd., Lee. Tel. Eitham 3801. Main dealers.

LONDON, S.E.14.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd. New Cross 0688. Stocking dealers.

LONDON, S.E.15.—S. G. Smith (Motors), Ltd., 285-1, 287, Rye Lane. Tel. New Cross 0460/2. Retail dealers.

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village. Gipsy Hill 0083. Austin retail dealers.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale. Forest Hill 1838. Retail dealers and service.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Austin retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd. Forest Hill 9351/2, 2432. Stocking traders.

LONDON, S.W.2.—Rose & Young, Ltd., 65-9, Sternhold Ave. Streatham Hill. Tulse Hill 6464 & 8182. Austin agents.

LONDON, S.W.3.—J. Coryton, Ltd., 159-143, Fulham Rd. Tel. Kensington 1410. Austin retail dealers.

LONDON, S.W.5.—R. C. Wimshus, Ltd., 312, Earle Court Rd. Tel. Frenantle 8401/3. Austin retail stockists.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd. Tel. Frenantle 3533. Austin retail dealers.

LONDON, S.W.7.—Peterham Garage, Ltd., Peterham Mews, Queen's Gate Place. Western 4107. Authorized retail dealers.

LONDON, S.W.7.—Rawlings Bros., Ltd., 87a, Cromwell Road. Tel. Frenantle 8161 (10 lines). Retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd. South Kensington. Kensington 2477/8. Retail dealers.

AUSTIN—Continued

LONDON, S.W.8.—Gee Cars, Ltd., 60-2, Queenstown Rd. Tel. Maccuslay 3363/4. Austin dealers.

LONDON, S.W.12.—H.W.H. Engineering Co., Ltd., Beechings Garage, 39, Nightingale Lane, Battersea 4051. Retail dealers.

LONDON, S.W.15.—Hungerford Motors, Ltd., 201-203, Upper Richmond Road. Putney 0228 & 3560. Retail dealers.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Tel. Kensington 8335. Austin retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermlage Lane, Streatham. Tel. Pollard 2100. Austin retail dealers.

LONDON, S.W.17.—Burtis Garage, 60-60a, Trinity Road. Tel. Balham 2335. Austin agents.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Vandyke 1166. Austin retail dealers.

LONDON, S.W.19.—E. S. Prior & Son, Ltd., 258-262, Wimbledon Park Rd. Putney 4577. Retail dealers.

MAIDSTONE.—Anstey's, Ltd., 30-4, Stone St. Tel. 4272. Austin distributors.

MANCHESTER.—Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 3525/6. Austin retail dealers.

MOTHERWELL.—Taggart (Motherwell), Ltd., Knowetop. Tel. Motherwell 1303/4/5. Austin main dealers.

NORTHWOOD (Middx).—Colliver-Fisher at Northwood. Ltd. Tel. Northwood 777. Austin retail dealers.

NOTTINGHAM.—A. R. Atkey & Co., Ltd., 20, Lower Parliament St. Tel. 53574. Austin distributors.

OKHAM (Rutland).—Victor Wood, 60, High St. Tel. Oakham 45. Austin dealers.

ORPINGTON (Kent).—Burton & Deakin, Ltd. Tel. 27622 (3 lines). Austin agents.

PETERBOROUGH.—Marshall (Cambridge), Ltd., Austin House, 63, Bridge St. Tel. 4641/2/3. Austin main dealers.

PINNER (Middlesex).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 601. Austin retail dealers.

PONDERS END (Enfield).—Waters (Motors), Ltd., 356-360, High St. Howard 1646. 1951. Austin retail dealers.

PUTNEY (London, S.W.15).—Roobins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/3 (5 lines). Retail dealers.

RICKMANSWORTH.—G. Jones & Son (Rickmansworth), Ltd., 54 High St. Tel. 3101. Austin local distributors.

RINGWOOD (Hants).—The Ringwood Motor Works (Wide Bros.), 28-30, Southampton Rd. Ringwood 20. Retail dealers.

ROMFORD.—Heath Park Engineering Co., Ltd., Brentwood Road, Gidea Park. Tel. Hornchurch 6741/2. Austin dealers.

ROYSTON (Herts).—Logsdons Garage, Ltd., Melbourn St. Tel. 2281. Austin dealers.

SALISBURY.—W. Goddard & Co., Ltd., 41-45, Winchester Street. Tel. 2292. Austin distributors.

SAXMUNDHAM.—F. Wightman & Son, Bigsby's Corner. Tel. Saxmundham 67. Austin retail dealers.

SIDCUP (Kent).—G. Sheppard & Son, Ltd., 15, Rectory Lane. Tel. Footscray 2152. Main agents.

LOUGH (Bucks).—W. J. Farnes & Sons, Ltd., High St., Burnham. Tel. 1085. Austin main agents.

SMETHEWICK.—H. E. Brown & Co. (Smethewick), Ltd., St. Paul's Rd. Tel. Smethewick 1138/9. Retail dealers.

STAINES Bridge (Middx).—Dobsons (Staines), Ltd., Tel. Staines 801. Austin area dealers.

ST. ALBANS.—W. M. Couper, Catherine Street. Tel. 4343. Austin main agents.

STEPS.—Parker Brothers, 63, Cumbernauld Rd. Tel. Steps 681 & 682. Austin retail dealers.

SUTTON (Surrey).—William Leeding & Sons, Ltd., 111, High St. Tel. Viant 7694. Austin agents.

SWINDON (Wilts).—Steels (Swindon), Ltd., Drove Road. Tel. Swindon 4035 (2 lines). Austin distributors.

TENTERDEN (Kent).—Jarvis Bros. (Engineers), Tel. Tenterden 69. Austin retail dealers.

TETTFORD.—W. & G. Lambert, Ltd., Castle St. & Norwich Rd. Tel. 2217. Austin dealers.

TUNBRIDGE WELLS.—G. E. Tunbridge, Vale Rd. Tel. 2416. Austin main dealers.

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. John's Road. Southborough 1000 (3 lines). Retail dealers.

WALLINGTON (Surrey).—Kirkway Ltd., 166, Stafford Rd. Tel. Wall 2000/1. Austin distributors.

WEALDSTONE (Middx).—G & C Motor Garages, Ltd. Caning Rd. Tel. Harrow 3432/33. Austin retail dealers.

WEST BROMWICH.—Geo. H. Kendrick, Ltd., Carriers Green. Tel. West Bromwich 0778/9. Austin retail dealers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Road. Tel. Weybridge 233 (4 lines). Austin main dealers.

AUTO UNION-DKW

ISLEWORTH.—A. F. N. Ltd., Falcon Works, London Rd. Hounslow 0011. Auto Union-D.K.W. sole concessionaires for Great Britain.

BENTLEY

BRIGHTON (Sussex).—Moore's, Ltd., Mitre House, 147-8, Western Rd. Tel. Brighton 26677. Bentley retail dealers.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488/9. Special retailers for Lincs.

GUILDFORD.—Clive's of Pibright. Guildford Rd. Pibright. Tel. Brookwood 2291. Bentley special retailers.

LONDON, W.1.—Jack Barclay Ltd. Berkeley Square. Tel. Mayfair 7444. Bentley retailers.

BENTLEY—Continued

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley Street. Tel. Mayfair 8266. Bentley retail dealers.

LONDON, W.1.—Jack Olding & Co. (Motors), Ltd., Audley House, North Audley St. Mayfair 5242 (7 lines). Retail dealers.

ST. ALBANS.—W. M. Couper, Catherine Street. Tel. 4343. Bentley special retailers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Road. Tel. Weybridge 233 (4 lines). Bentley special retailers.

B.M.W.

ISLEWORTH.—A. F. N. Ltd., Falcon Works, London Rd. Hounslow 0011. B.M.W. sole concessionaires for Great Britain.

BOND MINICAR

BEXHILL-ON-SEA.—L. Russell & Co. London Road. Tel. Bexhill 485. Bond Minicar distributors.

GLASGOW.—J. R. Alexander & Co., Ltd., 240, Gt. Western Rd. Tel. Douglas 6741/2. Bond Minicar distributors.

LONDON, S.W.9.—Fride & Clarke, Ltd., 158, Stockwell Road. Tel. Brixton 6251. Bond Minicar distributors.

NEWMARKET.—Goldings Garage, Park Lane. Tel. Newmarket 2474. Bond Minicar main agents.

PETERBOROUGH.—Jaguar House, Blackpool Road. Tel. 86251. Bond Minicar distributors.

BORGWARD-HANSA

HORLEY (Surrey).—F. Fairman & Sons, Ltd., Victoria Road. Horley 17. Distributors Surrey and Sussex.

LONDON, S.W.5.—Metcalfe & Mundy, Ltd., 280, Old Brompton Rd. Frenantle 5471. Sole concessionaires.

SOUTHAMPTON.—Highfield Motors, Ltd., Highfield Lane. Tel. Southampton 54649. Borgward-Hansa stocking agents.

BRISTOL

CATERHAM HILL (Surrey).—Anthony Crook Motors Ltd. Tel. Caterham 232. Bristol distributors.

EDINBURGH.—Ingla Automobiles, Ltd., 64-78, Pitt Street. Tel. Waverley 5764/5/6. Bristol main agents.

ESHER (Surrey).—Anthony Crook Motors, Ltd., 14-16, High St. Tel. Esher 4580. Bristol distributors.

FAREHAM (Hants).—Cedar Service Station Ltd., Tel. Fareham 2277. Bristol distributors.

GLASGOW.—James H. Galt, Ltd., 52, Woodlands Road. Tel. Douglas 7598. Bristol distributors for Scotland.

TORQUAY.—Lisburne Garage, Babbacombe Road. Tel. Torquay 7041/2. Bristol distributors.

BUICK

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26B, Albemarle St. Hyde Park 7121. Concessionaires.

CADILLAC

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26B, Albemarle Street. Hyde Park 7121. Concessionaires.

CHEVROLET

LEICESTER.—C. A. Nelson, Ltd., Abbey Lane. Tel. 61241 & 61978. Chevrolet distributors.

CHRYSLER

BRIGHTON (Sussex).—Moore's Ltd., Mitre House, 147-8, Western Rd. Tel. Brighton 26677. Chrysler distributors.

CHESTER.—Godfrey Houghton, Ltd., 38, City Road. Tel. 24813. Chrysler distributors.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Belsize Road. Tel. Maida Vale 5555 & 2155. Distributors.

CITROEN

BATH.—The Widomoe Garages, Ltd., Pulteney Road. Tel. Bath 4863. Citroen distributors.

BEDFORD.—Harry Kitchener, Ltd., 180, Goldington Road. Tel. Bedford 2790 & 3553. Citroen distributors.

BEXHILL-ON-SEA.—L. Russell & Co. London Road. Tel. Bexhill 485. Citroen distributors.

BRIGHTON.—Prestwich (Hove), Ltd., 26-28, St. John's Rd., Hove. Tel. Hove 34037/8. Citroen distributors.

CHESTER.—Godfrey Houghton, Ltd., 38, City Road. Tel. 24813. Citroen distributors.

DERBY.—W. Cragg, Ltd., 45-49, Mansfield Road. Derby Tel. 44025. Citroen dealers.

ESHER.—E.F.S. Motors, Ltd., Kingston By-Pass Road. Tel. Emberbrook 3000. Citroen distributors.

GLASGOW.—James H. Galt, Ltd., 52, Woodlands Road. Douglas 7598. Distributors for the West of Scotland.

GUILDFORD.—Coombe & Sons (Guildford), Ltd., Portsmouth Road. Tel. Guildford 62907. Citroen distributors.

HOLSWORTHY (Devon).—Devonport Garage, Ltd., Southcott. Tel. Holsworthy 99. Citroen distributors.

IPSWICH (Suffolk).—McNamara Motors, Ltd., St. Helena Street. Tel. 3775/6 & 3366. Citroen distributors.

KIDDERMINSTER.—Laughton Goodwin & Co., Ltd., George Street. Kidderminster 2255/6/7. Citroen distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

CITROEN—Continued

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Road. Tel. 43405. Citroën distributors.
LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Citroën stocking dealers.
LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Tel. Colindale 6134 & 4485. Distributors.
LONDON, N.W.11.—Gordon Cars (Ldn.), Ltd., 7-9, Russell Parade, Golders Green Rd. Speedwell 9761. Distributors.
ROMFORD—Heath Park Engineering Co., Ltd., Brentwood Road, Gidea Park. Tel. Hornchurch 6741/2. Citroën distributors.
SOUTHAMPTON—Criterion Garage, Ltd., 69-70, St. Mary's Road. Tel. 22310. Citroën distributors.
WOODFORD GREEN (Essex)—Woodford Car Mart, Woodford New Road. Tel. Buckhurst 0017. Citroën distributors.

DAIMLER

BOURNEMOUTH—Spink (Bournemouth), Ltd., Daimler House, Poole Hill. Tel. 5405. Daimler distributors and engineers.
BRADFORD—Charles Sidney, Ltd., 39, Westgate. Tel. 22894. Daimler main dealers.
BRIDGWATER—Vearncombe's Motors, Bristol Road & Union Street. Tel. Bridgwater 2942. Daimler stocking dealers.
BRIDLINGTON—The East Riding Motor Co., Ltd., Alexandra Garage. Tel. Bridlington 3414. Daimler area dealers.
BRIGHTON, 1.—Coventry & Jeffs, Ltd., 22-32, St. George's Road. Tel. 20091/4. Daimler distributors.
COLCHESTER—Eastern Automobiles (Colchester), Ltd., Colchester By-Pass, Elmstead Road. Tel. Colchester 6281. Daimler distributors.
COVENTRY—W. Brandish & Sons, Ltd., Whitefriars Street. Tel. 5561. Daimler distributors.
DORKING—Dorking Motor Co., Ltd., Reigate Road. Tel. Dorking 2256 (3 lines). Daimler distributors.
KINGSTON UPON THAMES (Surrey)—G. W. Wilkin, Ltd., 1, Weston Park. Kingston 2241 & 8104. Daimler dealers.
LEIGH-ON-SEA—Eastern Automobiles (Southend), Ltd., 1163-7 London Road. Tel. 75824. Daimler distributors.
LONDON, W.1.—Charles Pollett, Ltd., 18, Berkeley Street. Tel. Mayfair 6266. Daimler agents.
LONDON, W.1.—S. Morris & Co., 40, Conduit Street. Regent 0424 (6 lines). Retail dealers.
LONDON, S.E.15.—S. G. Smith (Motors), Ltd., 285-287 Rye Lane. Tel. New Cross 0460/2. Retail dealers.
LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Road. Tel. Fremantle 3333. Daimler retail dealers.
MANSFIELD—James Windsor & Son (Mansfield), Ltd., Nottingham Road. Tel. 2401/2. Daimler main agents.
NEWBURY—Wheeler's (Newbury), Ltd., The Broadway. Tel. 1020/1. Daimler area dealers.
SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. & Bailey Lane. Tel. 22896 & 22625. Main dealers.
SIDCUP, Kent.—Crips Brothers (Automobiles Engineers), Ltd., Main Road. Tel. Footscray 3066. Daimler retail dealers.
SMETHWICK—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Road. Tel. Smethwick 1129/9. Retail dealers.
ST. ALBANS (Herts)—Mariboro' Motors (St. Albans), Ltd., 100-102, London Rd. St. Albans 1590. Distributors.
SUTTON (Surrey)—Williams Leeding & Sons, Ltd., 111, High St. Tel. Villiant 7694. Daimler agents.
TUNBRIDGE WELLS—Stevensons Motors, Ltd., London Road. Tel. Tunbridge Wells 1425. Daimler distributors.
WEYBRIDGE (Surrey)—Weybridge Automobiles, Ltd., Queens Road. Tel. Weybridge 235 (4 lines). Daimler distributors.
WINCHESTER—Winchester Motor Co., Ltd., Cross Road. Tel. Winchester 3231. Daimler area dealers.
YORK—Micklegate Motor Co., Ltd., Micklegate Bar. Tel. 2586. Daimler area dealers.

DELLOW

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd. New Cross 2456 & 3704. Distributors

FERRARI

FARNHAM (Surrey)—Tourist Trophy Garage, Ltd. (Mike Hawthorn), East Street. Tel. 5363. Ferrari concessionaires.

FIAT

CATERHAM HILL (Surrey)—Anthony Crook Motors, Ltd., Tel. Caterham 2232. Fiat distributors.
ESHER (Surrey)—Anthony Crook Motors, Ltd., 14-16, High St. Tel. Escher 4590. Fiat distributors.
LONDON, W.11.—C. V. Rushmore Automobiles, 39, Holland Park. Tel. Park 5731. Fiat retail dealers.
MANCHESTER, 14.—Anderson's Garage, Ltd., 1, Egerton Road, Fallowfield. Tel. Rusholme 2866. Fiat distributors.

FORD

BERKEEN—Cordiner's Garage, Ltd., Mensies Road. Tel. 28991/2. Ford main dealers.
AIRDRIE—Jas. A. Lawdman (Airdrie) Ltd., South A. Biggar Rd. Tel. Airdrie 2484/5. Ford main dealers.

FORD—Continued

BANBURY (Oxon)—Youngs Service Garage, Warwick Rd. Tel. Banbury 2103. Ford main dealers.
BARKING—Barking Garage & Engineering Co., Ltd., Waking Rd. Tel. Rippelway 0353/7. Ford retail dealers.
BATTERSEA, S.W.11.—Red Rics Automobiles, 58, Battersea Bridge Road. Battersea 6171. Ford stocking dealers.
BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol St. Midland 561/5 or 3903/6. Ford distributors.
BIRMINGHAM, 12.—Oliver U. Tallett, Ltd., 361-5, Moseley Road. Tel. Calthorpe 1131/2. Ford retail dealers.
BIRMINGHAM—Wheeler's Garage (B'ham), Ltd., 774-8, Bristol Road South, Northfield. Priory 1176/7/8. Retail dealers.
BOURNEMOUTH—F. English, Ltd., 48, Poole Hill. Tel. 5850. Ford main dealers.
BRECON—Harold Eiston & Sons, Ltd., Modern Garage. Tel. Brecon 349/350 & 199. Ford main dealers.
BROMLEY (Kent)—Soans & Dunn, Ltd., Masons Hill. Tel. Ravensbourne 4664. Ford main dealers.
BROOKWOOD—The Connaught Garage & Motor Works (Brookwood), Ltd., Cross Road. Tel. 3284. Ford dealers.
BUXTON—Bassett's Garage, Hartington. Tel. Hartington 241. Ford retail dealers.
CARMARTHEN—W. Edwards & Sons (Carmarthen), Ltd., Towry Garage. Tel. Carmarthen 482/3. Ford main agents.
CARMARTHEN—Eddie Stephens Motors, 22-23, Water Street. Tel. Carmarthen 233. Ford retail dealers.
CATERHAM HILL (Surrey)—Anthony Crook Motors, Ltd., Tel. Caterham 2232. Ford agents.
CHATHAM, Kent.—Brook Garage (Chatham), Ltd., 315-317-319, High St. & The Brook. Chatham 3201. Main dealers.
CHELSEA, S.W.1.—Clarks & Simpson, Ltd., 49, Sloane Square. Tel. Slo. 4727. Ford retail dealers.
CHELTEHAM (Glos)—Victory Motor Co. (Cheltenham), Ltd., 42-51, Winchcombe Street. Cheltenham 5105/6/7. Main dealers.
CHESTER—Dutton & James, Ltd., City Road. Tel. Chester 21477. Ford main dealers.
COCKFOSTERS (Herts)—Broadfield Garage & Engineering Co., Ltd., Standard House, Barnet 7301. Ford dealers.
CROYDON—Hubert Dees, Ltd., 15-19, Brighton Road. Tel. Croydon 6011. Ford main dealers.
DORKING (Surrey)—F. W. Mays & Co., Ltd., 105, South St. Dorking 2244. Ford area dealers.
EDINBURGH—John Brown & Co., Lochrin Place. Tel. Fou. 8504. Ford retail dealers.
ESHER (Surrey)—Anthony Crook Motors, Ltd., 14-16, High St. Tel. Escher 4590. Ford agents.
FOLKESTONE—Pescocks of Folkestone, Ltd., 104, Ford Road. Tel. 51222. Ford main dealers.
GAMINGAY (Cambs)—Alma Norman (Garages), Ltd., Church Street, Gamingay 226 & 248. Ford trader.
GLASGOW—J. R. Alexander & Co., Ltd., 240, Gt. Western Rd. Tel. Douglas 6741/2. Retail dealers.
GOSSPORT (Hants)—Erskine Motors, 72-78, Stake Road. Tel. 89141/2. Ford retail dealers.
GUILDFORD—Combs & Sons (Guildford), Ltd., Portsmouth Road. Tel. Guildford 62907. Ford main dealers.
GUILDFORD—Combs Service Station (Guildford), Ltd., By-Pass Road. Tel. 62962. Ford main dealers.
GRAVESEND (Kent)—Gravesend Motors, Ltd., Pelham Road. Tel. Gravesend 4234. Ford retail dealers.
GRAYS (Essex)—Daneholes Garage & Eng., Ltd., Tilbury-Southend Arterial Rd. Tilbury 455. Main dealers.
HARROW—Northern Motors of Harrow, 186-194, Pinner Road. Tel. Harrow 4444. Ford retail dealers.
HAWKHURST (Kent)—Olivers Garage, Winchester Road. Tel. Hawkhurst 2181. Ford sub dealers.
HODDSDON (Herts)—The Hoddson Motor Co., 21, High Street. Tel. 2048. Ford retail dealers.
HOLMFIRTH—O. W. Castle, Ltd., Huddersfield Road. Tel. Holmfirth 676/7. Ford retail dealers.
JERSEY, C.I.—La Motte Garages, Ltd., 33-35, La Motte St., St. Helier. Central 408 & 3076. Main dealers.
LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Road. Tel. 43405. Ford retail dealers.
LEEDS—Tate of Leeds, Ltd., New York Road. Tel. 31281. Ford main dealers.
LICHFIELD (Staffs)—Major Motors, Ltd., Apex Birmingham Rd. Tel. Lichfield 3243/4. Ford main dealers.
LITTLEHAMPTON (Sussex)—Cuff Miller & Co., Ltd., Thornecroft Garage, Horsham Rd. Littlehampton 408. Stocking dealers.
LONDON, W.1.—Charles Pollett, Ltd., 18, Berkeley Street. Tel. Mayfair 6266. Ford agents.
LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle Street. Tel. Grosvenor 5551. Ford retail dealers.
LONDON, W.1.—S. Morris & Co., 40, Conduit Street. Regent 0424 (6 lines). Retail dealers.
LONDON, W.1.—Poland Street Garage, 49-53, Poland Street. Tel. Gerard 9010. Ford retail dealers.
LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland Street. Tel. Langham 7735. Ford retail dealers.
LONDON, W.2.—Beardmore Service, Ltd., 26, Queensway. Tel. Bayswater 0136/7/8. Ford retail dealers.
LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Tel. 0065. Retail dealers.
LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Road. Tel. Paddington 1820. Ford retail dealers.

FORD—Continued

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukens Road, Western Avenue. Acorn 3224/5. Ford retail dealers.
LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Chiswick 0911. Retail dealers.
LONDON, W.6.—Normand, Ltd., 405-9, King Street, Hammermith. Tel. Riverside 3665/6. Ford retail dealers.
LONDON, W.6.—West London Motors, 205, Fulham Palace Rd. Tel. Fulham 0066. Ford retail dealers.
LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Ford stocking dealers.
LONDON, W.C.1.—The Museum Super Garage, Ltd., 12, West Central St., New Oxford St. Temple Bar 6307. Dealers.
LONDON, W.C.2.—Tickford, Ltd., 6-9, Upper St. Martin's Lane. Tel. Temple Bar 3353. Ford dealers.
LONDON, N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St. Tel. Euston 5558/9. Ford retail dealers.
LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane. Hendon 1145/6, 1181/2. Retail dealers.
LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Tel. Mai. 7082, 4801/2/3. Retail dealers.
LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6134 & 4485. Retail dealers.
LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High Street, Harlesden. Tel. Elgar 6256/7/8. Agents.
LONDON, N.2.—Motorists (Ldn.), Ltd., East Finchley Station. Tel. Tudor 2301/2. Ford agents.
LONDON, N.22.—Ottley Motors, Ltd. (Motor Gen. & Aero Engrs.), 11, Crescent Rd., Alexandra Park, Bowes Park 4568. Dealers.
LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Road, Leyton. Tel. Leyton 3000. Ford sub agents.
LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Road, Leytonstone. Tel. 6671/2. Ford Stocking dealers.
LONDON, S.E.5.—M.A. Autos, Ltd., 63, Denmark Hill. Tel. Jodney 5765. Ford retail dealers.
LONDON, S.E.12.—Bellamy's (London), Ltd., 2, Burnt Ash Hill. Tel. Lee Green 4821/2. Ford dealers.
LONDON, S.E.14.—New Cross Motor Co. (London), Ltd., 182, New Cross Road. New Cross 0688. Stocking dealers.
LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd. New Cross 2456 & 3704. Sub-dealers.
LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., S.E.26 Forest Hill 9351/2, 2432. Retail dealers.
LONDON, S.W.1.—Evans & O'Malley, 12, William Street, Lowndes Square. Sloane 1353. Ford main dealers.
LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Road. Tel. Kensington 1410. Ford retail dealers.
LONDON, S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd. Tel. Fremantle 8401/3. Ford retail dealers.
LONDON, S.W.6.—London Counties Motor Mart, 79-91, New Kings Rd. Tel. Renown 1183. Ford agents.
LONDON, S.W.7.—Petersham Garage, Ltd., Petersham Mews, Queen's Gate Place. Westminster 4107. Authorised retail dealers.
LONDON, S.W.7.—Rawlings Bros., Ltd., 87a, Cromwell Road. Tel. Fremantle 8161 (10 lines). Retail dealers.
LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Tel. Macaulay 3363/4. Ford stocking dealers.
LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Tel. Pollard 2100. Ford retail dealers.
LONDON, S.W.17.—F. H. Pescock, Ltd., 219-221, Epsom High Rd., Balham 4481. Main dealers.
LONDON, S.W.18.—Allan Taylor (Motors), Ltd., 126, Wandsworth High Street. Tel. Vandyke 4433. Main dealers.
LONDON, S.W.18.—Trinity Cars, Ltd., 93, North Side, Wandsworth Common. Vandyke 1168. Ford retail dealers.
LONDON, S.W.19.—Bainshaw, Ltd., Hartfield Road, Wimbledon. Tel. Liberty 4611. Ford main dealers.
LUTON—The Luton Motor Co., Ltd., 526-340 Dunstable Road. Tel. 3713. Ford main dealers.
MANCHESTER—Green & Zonis, Ltd., 248-52, Deansgate. Tel. Deansgate 3325/6. Ford retail dealers.
MANSFIELD—James Windsor (Mansfield), Ltd., Nottingham Road. Tel. 2401/2. Ford retail dealers.
NEWCASTLE UPON TYNE—St. Andrew's Motors, Ltd., Gallowgate. Tel. 28333. Ford retail dealers.
NEWTON ABBOT—Mid-Devon Garage, Ltd., 38, Walborough Street. Tel. 1702/3/4. Ford main dealers.
NOTTINGHAM—Hooley's Garage, Ltd. Derby Road. Tel. 4503. Ford retail dealers.
OAKHAM (Rutland)—Victor Wood, 60, High Street. Tel. Oakham 46. Ford retail dealers.
PINNER (Middlex)—Greenhill Motor Co., Ltd., Marsh Road. Tel. Pinner 601. Ford retail dealers.
PLYMOUTH—Vosper's Motor House (Plymouth), Ltd., Willow Plot, Russell Street. Plymouth 61398. Ford retail dealers.
PRESTON—Jaguar House, Blackpool Road. Tel. 86261. Ford retail dealers.
POTNEY, London, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7851/5 (5 lines). Retail dealers.
READING—Gowling's, Ltd., 6-8, London Road. Tel. 2073. Ford main dealers.
READING—Cyril Sheppard & Sheppards Hill. Tel. Sonning 2345. Ford retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

FORD—Continued

RINGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 29-30, Southampton Road, Ringwood 20. Retail dealers.

ROMSEY.—B. A. Rolfe & Sons, Ltd., Motor Engineers, Tel. Romsey 5185/6/7. Ford main dealers.

SAFFRON WALDEN.—Cleaves, Ltd., 10, King Street, Tel. 5205/3. Ford main dealers.

SALFORD (Lancs).—Tom Mellor, Ltd., 272-280, Chapel Street, Tel. Denagase 4536/7/8. Ford retail dealers.

SAWBRIDGEWORTH (Herts).—J. Dixon & Son, High Wycombe Garage, Sawbridge 2572. Ford retail stocking dealers.

SAXMUNDHAM.—F. Wightman & Son, Bigbys Corner, Tel. Saxmundham 67. Ford retail dealers.

SEVENOAKS (Kent).—Senocoe Engineering Co., Ltd., The Vine, Tel. Sevenoaks 2541/2. Ford main dealers.

SHEPPERTON (Middx).—Shepperton Garage, Station Approach, Tel. Walton 2411. Ford retail dealers.

SIDCUP.—Hubert Dees, Ltd., Sidcup By-Pass, Tel. Footscray 1244. Ford main dealers.

SOUTHAMPTON.—Percy Hendy, Ltd., Vincents Walk, Pound Tree Road, Tel. 23112. Ford main dealers.

SYDENHAM, S.E.26.—Cooper Automobile Service, Ltd., 104B, Newlands Park, Tel. Syd. 5821. Ford retail dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage, Tel. Teynham 517. Retail dealers.

TRET FORD.—W. & G. Lambert, Ltd., Castle Street and Norwich Road, Tel. 2217. Morris dealers.

TUNBRIDGE WELLS.—Stormont Engineering Co., Ltd., 3, Mount Ephraim, Tunbridge Wells 20323. Ford main dealers.

WESTON SUPER MARE.—Grove Park Garage, Ltd., Lower Bristol Road, Tel. 17 & 2251. Main dealers.

WHITFORD (Devon).—E. Carter & Son, Chantry Garage, Tel. Colyton 359. Ford retail dealers.

WINCHESTER.—Hyde Abbey Motor Works, Ltd., Hyde Street, Tel. 4961. Ford main dealers.

WOKING (Surrey).—S. F. Erskine & Sons, Ltd., 24, Commercial Road, Tel. Woking 330.

WOKINGHAM.—E. F. Cadby, Handpost Corner Garage, Tel. Wokingham 873. Ford stockists.

WOODFORD (London E.18).—Frank G. Gates, Ltd., Gates Corner, Winstead 6633. Ford main dealers.

WORTHING.—H. D. Steele & Son, Ltd., Railway Approach, Tel. Worthing 257. Ford retail dealers.

YEOVIL.—Douglas Euston Ltd., Westminster Street, Tel. Yeovil 2131. Ford distributors.

FRAZER NASH

ISEWORTH.—A.F.N. Ltd., Falcon Works, London Rd. Hounslow 0011. Frazer Nash manufacturers.

HEALEY

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place, Tel. Altrincham 2662/63. Healey retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit Street, Regent 0424 (6 lines). Retail dealers.

HILLMAN

AYLESBURY.—The Bucks Motor Co., Ltd., 24-26, Grest Western Street, Tel. 164/5. Hillman dealers.

BANSTEAD.—Prospect Garage (Banstead), Ltd., Brighton Road, Tel. Burgh Heath 2202/3. Hillman retail dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High Street, Barnet 0332 & 0910. Main dealers.

BASINGSTOKE (Hants).—Wheeler & Ayland, Ltd., Reading Road, Tel. Basingstoke 386. Hillman main dealers.

BECKENHAM (Kent).—Saunders, Abbott & Co., 1, Wickham Road, Tel. Beckenham 1930. Hillman retail dealers.

BEXLEYHEATH.—Broadway Motors (J. D. Vegette, Ltd.), 16-18, Broadway, Tel. Bexleyheath 3591/2. Hillman area main dealers.

BIRKENHEAD.—Kirbys, Ltd., Woodchurch Rd., Preston, Tel. Mountwood 2205. Hillman distributors.

BIRMINGHAM.—R. E. Green, Ltd., The Parade, Moseley, Tel. South 0338 & 0359. Hillman dealers.

BLACKPOOL.—Kirbys, Ltd., 292, Church Street, Tel. Blackpool 2345/9. Hillman distributors.

BOURNEMOUTH.—George Hartwell, Ltd., Holdenhurst Road, Tel. 4161. Hillman main distributors.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Buildings, Gt. West Road, Ealing 3400. Official retailers.

BRIGHTON.—Seymours, 183, Preston Road, Tel. Brighton 52530. Hillman retail dealers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green, Tel. 20031. Hillman distributors.

BROMLEY COMMON (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Road, Hurstway 1262. Main agents.

BROOKWOOD (Surrey).—S. F. Erskine & Sons, Ltd., Connaught Road, Tel. Brookwood 3052.

CROYDON (Surrey).—Manton Motors, Ltd., 23-27, 37-39, Shirley Road, Tel. Addiscombe 6051. Main dealers.

CROYDON (Surrey).—Smith Auto Co., Ltd., 145, London Road, Tel. 4600 & 4632. Main dealers.

COVERTRY.—Martin's Garage, London Road, Tel. Toll Bar 3169.

EASTLEIGH (Hants).—Short Garages (Chandler's Ford) Ltd., 109, Winchester Road, Chandler's Ford 2221. Retail dealers.

EDINBURGH.—Ingills Automobiles, Ltd., 64-76, Pitt Street, Tel. Waverley 5784/5/6. Hillman retail dealers.

EDINBURGH, 4.—Middleton & Townsend, Ltd., 56, Beilford Road Tel. Caledonian 5683. Hillman retail dealers.

HILLMAN—Continued

EDINBURGH.—Jas. Ross & Sons (Motors), Ltd., Lochrin, Tel. Fountainbridge 1555. Hillman distributors.

EGHAM.—W. & I. Engineering Co., Ltd., Star Works, High Street, Tel. Egham 459. Hillman retail dealers.

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Road, Tel. 2981. Hillman main dealers.

ENFIELD.—Lyne Frank & Wagstaff, Ltd., London Road, Tel. 1203/4/5. Hillman main dealers.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-32, Upper High St. Tel. 9400. Retail dealers.

ERITH.—North End Motors, Ltd., North End Road, Tel. 3000 (5 lines). Hillman main agents.

FARNBOROUGH (Hants).—Carter's Garages, Ltd., Netley Street, Tel. 18. Hillman dealers.

GERRARDS CROSS (Bucks).—Lewis Motors (Gerrards Cross), Ltd., Station Road, Tel. 3777. Retail dealers.

GLASGOW, S.E.—James B. Rollinson, 400, Gallowgate, Tel. Bridgeton 3868. Hillman retail dealers.

LOUCESTER.—Taylor's Crypt House Motors, Ltd., London Road, Tel. 24081 (3 lines). Hillman distributors.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Road, Kenton, Wordsworth 7805. Retail dealers.

HARROW.—Northern Motors of Harrow, 186-194, Pinner Road, Tel. Harrow 4444. Hillman retail dealers.

HARROW.—Ruffells Motors, 185, High Street, Wealdstone, Tel. Harrow 6421. Hillman retail dealers.

HAVERFORDWEST.—James Parry, County Motors, Tel. 122. Hillman retail dealers.

HAWKHURST (Kent).—Olivers Garage, Winchester Road, Tel. Hawkhurst 2181. Hillman dealers.

HIGH WYCOMBE.—Davenport Vernon & Co., Ltd., 31-32-34, High St. High Wycombe 2400 (5 lines). Distributors.

HULL.—Triangle Motor Co., Ltd., Anlaby Road, Tel. 15660. Hillman distributors.

HYTHE (Kent).—H. F. Edwards & Co., Ltd., 19, Seabrook Road, Tel. 67311. Hillman retail dealers.

IL FORD.—Miller Motor Service (Ilford), Ltd., 37-47-51, High Road, Tel. 0155 (4 lines). Retail dealers.

IFRACOMBE.—Hancocks (Motors), Ltd., 18, Broad Street, Tel. Ilfracombe 182/3. Hillman dealers.

ISEWORTH.—B. N. White-Spinner, Ltd., 640-652, London Rd. Hounslow 2552, 2554 & 2151. Main dealers.

KINGSTON UPON THAMES.—H. Taylor & Co., 135, London Rd. Tel. Kingston 1263. Main dealers.

LEEDS.—Cox & Co. (Leeds), Ltd., Regent Street, Tel. Leeds 31914 (6 lines). Distributors.

LEE-ON-SOLENT (Hants).—Smith Bros. (Lee-on-Solent), Ltd., High St. Lee-on-Solent 79265. Retail dealers.

LIVERPOOL.—Kirbys, Ltd., 52-58, Renshaw Street, Tel. Liverpool Royal 3567. Hillman distributors.

LONDON, W.3.—Metropolitan Motors, 192-6, Horn Lane, Acton, Tel. Acorn 5064 (4 lines). Hillman dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King Street, Hammersmith, Tel. Riverside 5665/6. Hillman retail dealers.

LONDON, N.W.4.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, Hendon 8084/5. Retail dealers.

LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd., Tel. Mai. 7082 & 4801/2/3. Retail dealers.

LONDON, N.W.7.—Milcars (1953), Ltd., The Hale Garage, 16, Hale Lane, Mill Hill 1120. Area dealers.

LONDON, N.14.—Ridge Motors, Cannon Hill, South Gate, Tel. Palmers Green 3691/2/3. Hillman main dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford, Tel. Silverthorne 1820/1. Hillman main dealers.

LONDON, S.E.15.—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 8585. Hillman main dealers.

LONDON, S.E.15.—S. G. Smith (Motors), Ltd., 285-287, Rye Lane, Tel. New Cross 0460/2. Retail dealers.

LONDON, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-143, Fulham Road, Tel. Kensington 1410. Hillman retail dealers.

LONDON, S.W.6.—London Counties Motor Mart, 79-91, New Kings Road, Tel. Renown 1183. Hillman agents.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Road, Tel. Fremantle 3333. Hillman retail dealers.

LONDON, S.W.12.—The Nightingale Engineering Co., Ltd., Western Lane, Nightingale Lane, Battersea 2193. Authorised dealers.

LONDON, S.W.19.—The Modern Service Garage, High St., Wimbledon Common, Wimbledon 5153. Distributing dealers.

MAIDENHEAD.—R. S. Mead (Sales), Ltd., 42, Queen Street, Tel. 3431/2. Hillman main dealers.

MARGATE.—A.R. (Enterprises), Ltd., 231-235, Canterbury Road, Tel. Thanet 51303/4. Hillman area dealers.

NEWTON MEARNS.—Andersons (Newton Mearns), Ltd., 268, Ayr Road, Tel. 2253. Hillman distributors.

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge Street, Tel. Northampton 907. Hillman distributors.

PARKSTONE (Dorset).—Parkway Garages, Ltd., 28, Parkstone Road, Canford Cliffs 78078 & 78278. Hillman dealers.

PETTS WOOD (Kent).—Dunstonian Garage, Station Garage, Tel. Orpington 889. Hillman main dealers.

READING.—T. Baker & Sons 55 & 57 Friar St. Tel. 3976. Hillman agents.

HILLMAN—Continued

READING.—Reading Garage Co., Ltd., Cork Street, Tel. Reading 3463/3465. Rootes Group distributors.

RINGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Road, Ringwood 20. Retail dealers.

ROMFORD (Essex).—Romford Commercial Cars, 20-28, London Road, Tel. Romford 5844. Hillman main dealers.

ROMSEY.—B. A. Rolfe & Sons, Ltd., Motor Engineers, Tel. Romsey 5185/6/7. Hillman main dealers.

SHEFFIELD 1.—Central Motors (Sheffield), Ltd., West St. & Bailey Lane, Tel. 22898 & 22625. Appointed dealers.

SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Road, Tel. Slough 22394/5. Hillman retail dealers.

SOUTHPORT.—Kirbys, Ltd., 91, Lord Street, Tel. Southport 4158. Hillman distributors.

STAINES BRIDGE (Middx).—Dobsons (Staines), Ltd., Tel. Staines 801. Hillman area dealers.

STOURBRIDGE.—Lyccetts Garage, Ltd., St. Johns Road, Tel. Stourbridge 5284/5. Hillman dealers.

SWANSEA.—Oscar Chess, Ltd., Gloucester Place & King Edward Rd., Swansea 832 & 56013. Distributors.

SYDENHAM, S.E.26.—Maythorpe Motor Co., Mayow Road, Tel. Sydenham 5125/4. Hillman retail dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage, Tel. Teynham 517. Retail dealers.

TOTTENHAM, N.17.—Robert Chidley, Ltd., 658, High Rd. Tel. Tottenham 8811/2/3. Hillman main dealers.

TROWBRIDGE.—Fore Street Garages, Ltd., 33-34, Fore Street, Tel. Trow. 2361 (4 lines). Hillman distributors.

TRUR (Conwall).—The Trafalgar Garage, Ltd., Trafalgar Square, Tel. Truro 2461. Hillman distributors.

TUNBRIDGE WELLS (Kent).—J. Rawson & Sons, Ltd., Mount Pleasant, Tel. 3494/5/6. Hillman distributors.

TUNBRIDGE WELLS (Kent).—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tel. 20619. Stocking dealers.

WATFORD (Herts).—L. Darley & Son, Ltd., 59-61, St. Albans Rd. Tel. 4236 & 5175. Retail dealers.

WESTON-SUPER-MARE.—Binding & Payne, Ltd., Knightstone Garage, Tel. Weston-S-M 6103. Hillman main agents.

WEBYBRIDGE (Surrey).—R. J. Shanks & Co., Ltd., 61-63, Baker St. Webybridge 1178 & 1534. Main dealers.

WYEMOUTH.—Nicholson Motors, Ltd., 172, Dorchester Road, Tel. Weymouth 90. Hillman dealers.

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Road, Tel. 2398/9. Hillman distributors.

WINDSOR.—Martins of Windsor 103, St. Leonards Road, Tel. Windsor 349. Hillman main dealers.

HUMBER

AYLESBURY.—The Bucks Motor Co., Ltd., 24-26, Great Western Street, Tel. 164/5. Humber dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High Street, Barnet 0332 & 0910. Main dealers.

BASINGSTOKE (Hants).—Wheeler & Ayland, Ltd., Reading Road, Tel. Basingstoke 386. Humber main dealers.

BEXLEYHEATH.—Broadway Motors (J. D. Vegette, Ltd.), 16-18, Broadway, Tel. Bexleyheath 3591/2. Area main dealers.

BIRKENHEAD.—Kirbys, Ltd., Woodchurch Rd., Preston, Tel. Mountwood 2205. Humber distributors.

BIRMINGHAM.—R. E. Green, Ltd., The Parade, Moseley, Tel. South 0338/9. Humber dealers.

BLACKPOOL.—Kirbys, Ltd., 292, Church Street, Tel. Blackpool 2345/9. Humber distributors.

BOURNEMOUTH.—George Hartwell, Ltd., Holdenhurst Road, Tel. 4161. Humber main distributors.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Buildings, Gt. West Road, Ealing 3400. Official retailers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green, Tel. 20031. Humber distributors.

BROMLEY COMMON (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Road, Hurstway 1262. Main agents.

BROOKWOOD (Surrey).—S. F. Erskine & Sons, Ltd., Connaught Road, Tel. Brookwood 3052.

COVERTRY.—Martin's Garage, London Road, Tel. Toll Bar 3169.

CROYDON (Surrey).—Manton Motors, Ltd., 23-27, 37-39, Shirley Road, Tel. Addiscombe 6051. Main dealers.

CROYDON (Surrey).—Smith Auto Co., Ltd., 145, London Rd. Tel. 4600 & 4632. Main dealers.

EASTLEIGH (Hants).—Short Garages (Chandler's Ford) Ltd., 109, Winchester Road, Chandler's Ford 2221. Retail dealers.

EDINBURGH.—Middleton & Townsend, Ltd., 56, Beilford Road, Tel. Caledonian 5683. Humber retail dealers.

EDINBURGH.—Jas. Ross & Sons (Motors), Ltd., Lochrin, Tel. Fountainbridge 1555. Humber distributors.

ENFIELD.—Lyne Frank & Wagstaff, Ltd., London Road, Tel. 1203/4/5. Humber main dealers.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-32, Upper High St. Tel. 9400. Retail dealers.

ERITH.—North End Motors, Ltd., North End Road, Tel. 3000 (5 lines). Humber main agents.

GERRARDS CROSS (Bucks).—Lewis Motors (Gerrards Cross), Ltd., Station Road, Tel. 3777. Retail dealers.

GLASGOW, S.E.—James B. Rollinson, 400, Gallowgate, Tel. Bridgeton 3868. Humber retail dealers.

LOUCESTER.—Taylor's Crypt House Motors, Ltd., London Road, Tel. 24081 (3 lines). Humber distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

HUMBER—Continued

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Road, Kenton. Wordsworth 7805. Retail dealers.

HARROW.—Northern Motors of Harrow, 186-194, Pinner Road. Tel. Harrow 4444. Humber retail dealers.

HARROW.—Ruffells Motors, 185, High Street, Wealdstone. Tel. Harrow 6421. Humber retail dealers.

HAVERFORDWEST.—James Parry, County Motors, Ltd., 122, Humber retail dealers.

HIGH WYCOMBE.—Davenport Vernon & Co., Ltd., 51-52-34, High St. High Wycombe 2400 (5 lines). Distributors.

HULL.—Triangle Motor Co., Ltd., Anlaby Road. Tel. 15660. Humber distributors.

ILFORD.—Miller Motor Service (Ilford), Ltd., 37, 47-51, High Road. Tel. 0155 (4 lines). Retail dealers.

IFRACOMBE.—Hancocks (Motors) Ltd., 18, Broad Street. Tel. Iffracombe 152/3. Humber dealers.

ISLEWORTH (Middx).—B. M. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552, 2554 & 2151. Main dealers.

KINGSTON UPON THAMES.—H. Taylor & Co., 135, London Rd. Tel. Kingston 1263. Main dealers.

LEEDS.—Cox & Co. (Leeds) Ltd., Regent Street. Tel. Leeds 31914 (6 lines). Distributors.

LIVERPOOL.—Kirby, Ltd., 52-58, Renshaw Street. Tel. Liverpool Royal 2567. Humber distributors.

LONDON, W.3.—Metropolitan Motors, 192-6, Horn Lane, Acton. Tel. Acton 5064 (4 lines). Humber dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King Street, Hammer Smith. Tel. Riverside 5665-6. Humber retail dealers.

LONDON, N.W.1.—Blue Star Garages, Camden Road, Camden Town. Tel. Gulliver 5028. Humber retail dealers.

LONDON, N.W.4.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central. Hendon 8084/5. Retail dealers.

LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Tel. Mai 7082 & 4801/2/3. Retail dealers.

LONDON, N.W.7.—Milcars (1953), Ltd., The Hale Garage, 16, Hale Lane, Mill Hill 1120. Area dealers.

LONDON, N.2.—Motorists (Ldn), Ltd., East Finchley Station. Tel. Tudor 2501/2. Humber agents.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Tel. Silverthorne 1820/1. Humber main dealers.

LONDON, S.E.15.—Carris Motors, Ltd., Lewisham. Tel. Bridge Tel. Lee Green 8585. Humber main dealers.

LONDON, S.E.15.—S. G. Smith (Motors), Ltd., 285-287, Rye Lane. Tel. New Cross 0460/2. Retail dealers.

LONDON, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814 Old Kent Rd. New Cross 4966. Dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-143, Fulham Road. Tel. Kensington 1410. Humber retail dealers.

LONDON, S.W.6.—London Counties Motor Mart, 79-91, New Kings Road. Tel. Renown 1183. Humber agents.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Road. Tel. Fremantle 3333. Humber retail dealers.

LONDON, S.W.12.—The Nightingale Engineering Co., Ltd., Western Lane, Nightingale Lane, Battersea 2195. Authorised dealers.

LONDON, S.W.19.—The Modern Service Garage, High St., Wimbledon Common Wimbledon 5155. Distributing dealers.

MAIDENHEAD.—R. S. Mead (Sales), Ltd., 42, Queen Street. Tel. 3431/2. Humber main dealers.

MARGATE.—A.R. (Enterprise), Ltd., 231-235, Canterbury Road. Tel. Thanet 31303/4. Humber area dealers.

NEWTON MEARNS.—Andersons (Newton Mearns), N. Ltd., 268, Ayr Road. Tel. 2233. Humber distributors.

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge Street. Tel. Northampton 907. Humber distributors.

PARKSTONE (Dorset).—Parkway Garages, Ltd., Sandbanks Road, Canford Cliffs 78078 & 78278. Humber dealers.

PETTS WOOD (Kent).—Dunstonian Garage, Station Garage, Tel. Orpington 889. Humber main dealers.

READING.—Reading Garage Co., Ltd., Cork Street. Tel. Reading 3463 & 3465. Rootes Group distributors.

ROMFORD (Essex).—Romford Commercial Cars, 20-28, London Road. Tel. Romford 5944. Humber main dealers.

ROMSEY.—B. A. Rolfe & Sons, Ltd., Motor Engineers, Tel. Romsey 5165/6/7. Humber main dealers.

SOUTHPORT.—Kirby, Ltd., 91, Lord Street. Tel. Southport 4158. Humber distributors.

STAINES BRIDGE (Middx).—Dobsons (Staines), Ltd., Tel. Staines 801. Humber area dealers.

STOURBRIDGE.—Lyette's Garage, Ltd., St. John's Rd. Tel. Stourbridge 5284/5. Humber dealers.

SWANSEA.—Oscar Chess, Ltd., Gloucester Place & King Edward Rd. Swansea 832 & 56013. Distributors.

TOTTENHAM, N.17.—Robert Chidley, Ltd., 658, High Road. Tel. Tottenham 8811/2/3. Humber main dealers.

TROWBRIDGE.—Fore Street Garages Ltd., 33-34, Fore Street. Tel. Trow 2361 (4 lines). Humber distributors.

TRURO (Cornwall).—The Trafalgar Garage, Ltd., Trafalgar Square. Tel. Truro 2461. Humber distributors.

TUNBRIDGE WELLS (Kent).—J. Rawson & Sons, Ltd., Mount Pleasant Tel. 5494/5/6. Humber distributors.

HUMBER—Continued

WATFORD (Herts).—L. Darley & Son, Ltd., 59-61, St. Albans Road. Tel. 4236 & 5175. Retail dealers.

WESTON-SUPER-MARE.—Binding & Payne, Ltd., Knightstone Garage. Tel. Weston-S-M 6103. Humber main agents.

WEYBRIDGE (Surrey).—R. J. Shanks & Co., Ltd., 61-63, Baker St. Weybridge 1173 & 1554. Main dealers.

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Road. Tel. 2398/9. Humber distributors.

WINDSOR.—Martins of Windsor, 103, St. Leonards Road. Tel. Windsor 549. Humber main dealers.

JAGUAR

BARNET.—Odeon Motors, Ltd., Gt. North Road. Tel. Barnet 1144/5/6. Jaguar retail dealers.

BISHOP'S STORTFORD.—H. R. Moore, Ltd., Standard House, Northgate End. Tel. 1140. Jaguar area dealers.

BOGNOR REGIS.—Wilmott's Garage, Aldwick Road. Tel. 87. Jaguar dealers.

BRENTFORD (Middx).—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Road. Ealing 3400. Official retailers.

BRIDGWATER.—Gumbrells Motors, Ltd., Monmouth Street. Tel. Bridgwater 5051/2. Jaguar area dealers.

BRIDLINGTON.—The East Riding Motor Co., Ltd., Alexandra Garage. Tel. Bridlington 3414. Jaguar area dealers.

BRIGHTON & HOVE.—Moore's, Ltd., Jaguar House, 119-120, Western Road, Hove. Hove 38678. Main dealers.

BROMLEY (Kent).—K.J. Motors, Ltd., Widmore Road. Tel. Ravenshoe 3456. Jaguar area dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Road. Croydon 6004. Jaguar area sub-dealers.

EASTBOURNE.—Willets (Eastbourne), Ltd., 85-7, South Street. Tel. Eastbourne 1870. Jaguar area dealers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Road. Howard 1631. Jaguar sub retail dealers.

EPSOM.—Page Motors, Ltd., 70, High Street. Tel. Epsom 9891/2/3. Jaguar area dealers.

FARNHAM (Surrey).—Tourist Trophy Garage, Ltd. (Mike Hawthorn), East Street. Tel. 5363. Jaguar main agents.

FINCHLEY.—N.12.—Halls (Finchley), Ltd., Odeon Parade. Tel. Hillside 1044 (6 lines). Jaguar area dealers.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., Portsmouth Road. Tel. Guildford 62907. Jaguar main dealers.

HARROW.—Blue Star Garages, Alexandra Avenue Haynes Lane. Tel. Pinner 3854. Jaguar area distributors.

KINGSTON UPON THAMES.—Bentalls, Ltd., Wood Street. Tel. Kingston 1001. Jaguar retail dealers.

LEEDS.—7.—Bro'n & White (Leeds), Ltd., Roundhay Road. Tel. 43405. Jaguar retail dealers.

LEICESTER.—Hoffmanns of Leicester, Ltd., Daimler House, 31 London Road. Tel. Leicester 65751/5. Retail dealers.

LEICESTER.—Walter E. Sturgess & Sons, Ltd., 118, Charles Street. Tel. Leicester 20033. Jaguar distributors.

LONDON, W.1.—Henlys, Ltd., Devonshire House, Piccadilly. Tel. Gros. 2287. Jaguar distributors.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 0, Albemarle Street. Tel. Grosvenor 5551. Jaguar retail dealers.

LONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place Berkeley Square. Tel. Mayfair 0821. Retail dealers.

LONDON, W.2.—Beardmore Service, Ltd., 26, Queensway Tel. Bayswater 0136/7/8. Jaguar retail dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Road, Tottenham. Tel. Stamford Hill 8000. Agents.

LONDON, E.6.—Traynor Motors, Ltd., 133-5, High St. South. E. Ham. Orangewood 2530. 5834. Retail dealers.

LONDON, E.7.—R. P. Powell Motors, Ltd., 321 Romford Road, Forest Gate. Maryland 4818. Area dealers.

LONDON, S.E.13.—J. E. Bird Automobiles, Ltd., 118-120, High Road. Tel. Lee Green 1072. Main dealers.

LONDON, S.W.2.—Roe & Young, Ltd., 65-9, Sternhold Ave., Streatham Hill. Tulse Hill 6464. 8182. Retail dealers.

LONDON, S.W.19.—E. R. Prior & Son, Ltd., 258-262, Wimbledon Park Road. Putney 4577. Retail dealers.

LUTON (Beds).—B. E. Barrett, Ltd., Castle Street. Tel. Luton 946/7. Jaguar area dealers.

MALVERN.—Rothwell & Milbourne, Ltd., Central Garage. Tel. Malvern 300/301. Jaguar distributors.

MANSFIELD.—James Windsor & Sons (Mansfield), Ltd., Nottingham Road. Tel. 2401/2. Jaguar main agents.

NEW BARNET (Herts).—Clockhouse Garage, Ltd., Brookhill Road. Tel. Barnet 3808. Jaguar retail dealers.

PRESTON.—Jaguar House, Blackpool Road. Tel. 56361. Jaguar distributors.

PUTNEY (London, S.W.15).—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

ROMFORD (Essex).—Romford Motor Co., 181, South Street. Tel. Romford 2211. Jaguar retail stockists.

SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd. Tel. Slough 22594/5. Jaguar main dealers.

ST. ALBANS.—W. M. Couper, Catherine Street. Tel. 4343. Jaguar main agents.

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. John's Road. Southborough 1000 (3 lines). Area dealers.

JAGUAR—Continued

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd. Tel. Wentworth 3154. Jaguar retail dealers.

WEMBLEY (Middx).—Wembley Court Motors, High Road. Tel. Wembley 8787. Jaguar main dealers.

WORK.—Micklegate Motor Co., Ltd., Micklegate Bar. Tel. 2388. Jaguar area dealers.

JENSEN

AYLESBURY (Bucks).—Alexander Engineering Co., Ltd. Haddenham. Tel. Haddenham 345-346. Jensen main agents.

JOWETT

BATLEY (Yorks).—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Road West. Tel. 1273 (3 lines). Retail dealers.

CARDIFF.—J.B. (Treharrie) Ltd., 119, City Road. Tel. 20311/2. Jowett distributors.

GARSTON (Herts).—Kingswood Service Station, Ltd., North Orbital Road. Tel. Garston 2170. Jowett main agents.

LAGONDA

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. 22894. Lagonda dealers.

CATERHAM HILL (Surrey).—Anthony Crook Motors, Ltd. Tel. Caterham 2232. Lagonda main dealers.

ESHER (Surrey).—Anthony Crook Motors, Ltd., 14-16, High St. Tel. Esher 4-80. Lagonda main dealers.

THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Road. Tel. Emmerbrook 5551. Lagonda official retailers.

WALTON-ON-THAMES.—Bridge Motor Works, New Zealand Avenue. Tel. 2404/5/6. Retailers.

LANCHESTER

BOURNEMOUTH.—Spink (Bournemouth), Ltd., Daimler House, Poole Hill. Tel. 5405. Lanchester distributors and engineers.

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. 22894. Lanchester main dealers.

BRIDGWATER.—Vearncombe's Motors, Bristol Road and Union Street. Tel. Bridgwater 2942. Lanchester stocking dealers.

BRIDLINGTON.—The East Riding Motor Co., Ltd., Alexandra Garage. Tel. Bridlington 3414. Lanchester area dealers.

DORKING.—Dorking Motor Co., Ltd., Regate Road. Tel. Dorking 2256 (3 lines). Lanchester distributors.

LEIGH-ON-SEA.—Eastern Automobiles (Southend), Ltd., 1165-7, London Road. Tel. 75824. Lanchester distributors.

LONDON, S.W.8.—Geo Cars, Ltd., 60-62, Queenstown Road. Tel. Macaulay 3363/4. Lanchester stocking dealers.

MANSFIELD.—James Windsor & Sons (Mansfield), Ltd., Nottingham Road. Tel. 2401/2. Lanchester main agents.

SHEFFIELD.—Central Motors (Sheffield), Ltd., West St. & Talley Lane. Tel. 22898, 22625. Main dealers.

THAMES DITTON (Surrey).—Guy Salmon (Automobiles) Portsmouth Road. Tel. Emmerbrook 5551. Lanchester official retailers.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., London Road. Tel. Tunbridge Wells 1425. Lanchester distributors.

WORK.—Micklegate Motor Co., Ltd., Micklegate Bar. Tel. 2388. Lanchester area dealers.

LANCIA

ALPERTON (Middx).—Lancia (England), Ltd., 372, Baling Road. Tel. Perivale 5656. Lancia concessionaires.

EDINBURGH.—4.—Middletown & Townsend, Ltd., 56, Belford Road, Caledonian 5683. Lancia distributors for Scotland.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle Street. Tel. Grosvenor 5551. Lancia distributors.

LONDON, W.11.—John W. Truscott, Ltd., 173, Westbourne Grove. Bayswater 4274. Lancia stocking agents.

LONDON, S.W.3.—Joe Thompson Motors, Ltd., 91-95, Fulham Rd., Kensington 4858. Distributors Surrey, Middlesex, London.

LEA-FRANCIS

LONDON, W.1.—Charles Follett, Ltd., 18 Berkeley Street. Tel. Mayfair 6266. Lea-Francis distributors.

LINCOLN

BIRMINGHAM.—5.—Bristol Street Motors, Ltd., 164-162, Bristol Street. Midland 5861/5 or 5903/6. Lincoln distributors.

MERCEDES-BENZ

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. 22894. Mercedes-Benz dealers.

CAMBORNE (Cornwall).—Simpson's Motors, The Square. Tel. Camborne 3201 & 2273.

CHESTER.—Godfrey Houghton, Ltd., 38 City Road. Tel. 24818. Mercedes-Benz dealers.

EDINBURGH.—Ingalls Automobiles, Ltd., 68-78, Pitt Street. Waverley 5784/5/6. Mercedes-Benz distributors for Scotland.

GLASGOW.—James H. Galt, Ltd., 52, Woodlands Road. Tel. Douglas 7598. Mercedes-Benz main agents.

LONDON, W.1.—Taylor & Crawley, 42a, South Audley Street, Mayfair. Grosvenor 8881/4. Mercedes-Benz distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

MERCEDES-BENZ—Continued

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove, Bayswater 4274. Mercedes-Benz stocking agents.
LONDON, S.E.5.—Mercedes-Benz (Gt. Britain), Ltd., 58, Camberwell New Rd. Sole concessionaires in U.K.
LONDON, S.W.1.—Taylor & Crawley, Hyde Park Corner, 52, Grosvenor Crescent Mews, Sloane 5215. Distributors.
LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queens-town Road, Tel. Macaulay 3363/4. Mercedes-Benz retail distributors.
STAINES.—Davies Motors, Ltd., 275, London Road, Tel. Staines 4211/5. Mercedes-Benz distributors.

MERCURY

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol Street, Midland 5861/5 or 2903/6. Mercury distributors.

M.G.

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place, Tel. Altrincham 2662/63. M.G. retail dealers.
AYLESBURY (Bucks).—Alexander Engineering Co., Ltd., Haddenham, Tel. Haddenham 345/346. M.G. dealers.
BARNET.—Odeon Motors, Ltd., Gt. North Road, Tel. Barnet 1144/5/6. M.G. dealers.
BATLEY (Yorks).—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Road West, Tel. 1273 (3 lines). Stocking traders.
BEDFORD.—Arthur Gell, 6, St. Loys, Tel. Bedford 2518. M.G. distributors.
BRIDGWATER.—Vearncombe's Motors, Bristol Rd. and Union St. Tel. Bridgwater 2942. M.G. stocking dealers.
CHELLENHAM.—Regent Motors (G. Readings, Ltd.), Regent Street, Tel. Cheltenham 2041. M.G. distributors.
CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Road, Tel. Christchurch 1681. M.G. retail dealers.
CORBY (Northants).—Stockwood Motors, Ltd., Rockingham Road, Tel. Corby 3243. M.G. retail dealers.
CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage, Tel. Crawley 453. M.G. main dealers.
CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Road, Tel. Croydon 6004. M.G. retail dealers.
DENHAM.—Denham Service Station, Ltd. Tel. 2266. M.G. agents.
DORKING.—Dorking Motor Co., Ltd., Reigate Road, Tel. Dorking 2256 (3 lines) M.G. area dealers.
EAST CROYDON.—Norman Neill, Ltd., 11, Addiscombe Grove, Tel. Croydon 6188/9. M.G. stocking dealers.
EDINBURGH.—John Brown & Co., Lochrin Place, Tel. Fou 8304. M.G. retail dealers.
EDINBURGH.—Ingils Automobiles, Ltd., 64-78, Pitt Street, Tel. Waverley 5784/5/6. M.G. retail dealers.
ENFIELD (Middle).—The Old Oak Motor Co., Ltd., 79, Windmill Hill, Enfield 2261. M.G. dealers.
EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-32, Upper High St. Tel. 9400 Retail dealers.
GLASGOW.—James H. Galt, Ltd., 52, Woodlands Road, Tel. Douglas 7598. M.G. retail dealers.
HUDDERSFIELD.—Lockwood Motor Garage Co., Lockwood Road, Tel. 7744/5. M.G. retail dealers.
IPSWICH (Suffolk).—Spargos (Ipswich), Ltd., Crown Street, Tel. Ipswich 5508/5 (6 lines), M.G. distributors.
LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle Street, Tel. Grosvenor 5551. M.G. retail dealers.
LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Road, Tel. Paddington 1820. M.G. retail dealers.
LONDON, S.E.15.—S. G. Smith (Motors), Ltd., 285-287, Rye Lane, Tel. New Cross 0460/2. Retail dealers.
LONDON, S.W.1.—Evans & O'Malley, 12, William Street, Lowndes Square, Sloane 1353. M.G. main dealers.
MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, Tel. Rushmore 2874/5. M.G. agents.
NEWCASTLE-U-LYME (Staffs).—Henry Farr & Son, N.L.D., Brunswick St. Newcastle 67321/2. Retail dealers.
RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Road, Richmond 4822/3. M.G. stockists.
SIDCUP (Kent).—Crips Brothers (Automobiles Engineers), Ltd., Main Road, Tel. Footscray 3069. M.G. retail dealers.
SLOUGH (Bucks).—Hartwell's Motors (Slough), Ltd., Bath Road, Tel. Burnham 400.
SLOUGH (Bucks).—Wilcox (Slough), Ltd., Morris House, Chandos St. Tel. Slough 24181/2. M.G. retail dealers.
SOLIHULL (Nr. Birmingham).—A. J. Bayliss & Sons, Ltd., Meriden & Coventry, Solihull 4406, 4003, Meriden 292 & 312, Coventry 60537. Area dealers.
SOUTH WOODFORD, E.18.—W. Jacobs & Son, Ltd., 5 Mill Garage, Chigwell Rd. Wanstead 7763/4/5. Retail dealers.
STIRLING.—Westfield Autocar Co., Ltd., 53-55, Upper Craigs, Tel. Stirling 1575/6. M.G. distributors.
YORK.—Micklegate Motors Co., Ltd., Micklegate Bar, Tel. 2388. M.G. distributors.

MORGAN

CROWNHILL (Devon).—Olfords Garage, 87, Crownhill Road, Tel. Plymouth 71544. Morgan distributors.
GLASGOW.—J. R. Alexander & Co., Ltd., 240, Gt. Western Rd. Tel. Douglas 6741/2. Morgan distributors.
LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland Street, Tel. Langham 7733. Morgan distributors.

MORGAN—Continued

LONDON, W.5.—F. H. Douglass, 1a, South Ealing Road, Tel. Ealing 0570. The Morgan specialist.
LONDON, N.2.—Motourists (Ldn.), Ltd., East Finchley Station, Tel. Tudor 2501/2. Morgan Plus 4 distributors.
NEWMARKET.—Golding's Garage, Park Lane, Tel. Newmarket 2474. Morgan main agents.

MORRIS

ACTON, W.3.—Stewart & Arden, Ltd., Morris House, The Vale, Shepherds Bush 3130. Distributors.
ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place, Tel. Altrincham 2662/63. Morris retail dealers.
ASHFORD (Middle).—Herd's Garage & Engineering Co., Ltd., Kingston Road, Ashford 2084 & 3908. Dealers.
BANBURY (Oxon).—The County Garages, The Cross, Tel. Banbury 2458. Morris retail dealers.
BANSTEAD.—Prospect Garage (Banstead), Ltd., Brighton Road, Tel. Burslem Heath 2202/3. Morris retail dealers.
BATLEY (Yorks).—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Road West, Tel. 1273 (3 lines). Retail dealers.
BEDFORD.—George Langley, Ltd., Morris House, Bromham Road, Tel. 66221. Morris distributors.
BEXLEY (Kent).—Tompkins, Ltd., Mill Garage, High Street, Tel. Bexleyheath 5661/2. Morris retail dealers.
BIRMINGHAM, 3.—Frank Moseley (Auto Sales & Service), Ltd., 4, Edmund Street, Central 6928. Agents.
BIRMINGHAM.—Wheeler's Garage (B'ham), Ltd., 774-8, Bristol Road South, Northfield, Priority 1176/7/8. Retail dealers.
BLANDFORD (Dorset).—Bob Foster & Thomas, Badger Garages, Ltd., Salisbury Road, Tel. 615. Morris dealers.
BRADFORD (Yorks).—Eric S. Myers, Ltd., "No Worries" Depots, Manningham Lane, Bradford 25591 (4 lines) Distributors.
BRIDGWATER.—Vearncombe's Motors, Bristol Rd. and Union St. Tel. Bridgwater 2942. Morris stocking dealers.
BRIDGWATER.—Real, Medland & Wills, Ltd., Monmouth St. Tel. Bridgwater 2639. Morris area dealers.
BRIXTON, S.W.9.—Wilsons Automobile & Coachworks, Ltd., Trinity Gardens, Tel. Brixton 4011. Morris retail dealers.
BROMLEY (Kent).—K.J. Motors, Ltd., Widmore Road, Tel. Ravensbourne 3456. Morris retail dealers.
BROOKWOOD.—The Connaught Garage & Motor Works (Brookwood), Ltd., Cross Road, Tel. 2284. Morris dealers.
BURGH HEATH.—French & Foxwell, Ltd., Burgh Heath, Tadworth, Burgh Heath 66. Retail dealers.
CARMARTHEN.—Eddie Stephens Motors, 22-23, Water Street, Tel. Carmarthen 233. Morris retail dealers.
CARSHALTON (Surrey).—Cambridge Garage (Carshalton), Ltd., 322, Carshalton Rd. Tel. Vigilant 1480. Morris area dealers.
CATERHAM (Surrey).—Layhams Engineering Co., 379-383, Croydon Road, Tel. Caterham 2384. Morris retail dealers.
CATFORD, S.E.6.—Stewart & Arden, Ltd., Morris House, 200, Bromley Road, Hither Green 4482. Distributors.
CHELSEA, S.W.1.—Clarke & Simpson, Ltd., 41, Sloane Square, Tel. Slo. 4727. Morris retail dealers.
CHELTHAM.—Regent Motors (G. Readings, Ltd.), Regent Street, Tel. Cheltenham 2041. Morris retail dealers.
CORBY (Northants).—Stockwood Motors, Ltd., Rockingham Road, Tel. Corby 3243. Morris retail dealers.
COULSDON (Surrey).—Star Lane Garage, Ltd., 70, Brighton Rd., Hooley, Downland 837. Morris area dealers.
CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage, Tel. Crawley 453. Morris main dealers.
CROYDON.—C. W. J. Coles (Croydon), Ltd., 18, Exton Road, Tel. Croydon 0074/5. Morris retail dealers.
CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Road, Tel. Croydon 6004. Morris retail dealers.
CROYDON.—Stewart & Arden, Ltd., Morris House, Bensham Lane, Broad Green, Thornton Heath 1152. Distributors.
DAGENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Road South, Tel. Rainham 623 & 3771. Stocking dealers.
DARTFORD (Kent).—John C. Beadle, Ltd., Spital Street, Tel. 3067 (4 lines). Morris distributors.
DENHAM.—Denham Service Station, Ltd., Tel. 2266. Morris agents.
DORKING.—Dorking Motor Co., Ltd., Reigate Road, Tel. Dorking 2256 (3 lines). Morris retail dealers.
DOVER.—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Avenue & 1, Kolkstone Rd. Tel. 129 & 41. Main agents.
EASTBOURNE.—Clarke & Lambert, Ltd., Trinity Place, Tel. Eastbourne 4660. Morris dealers.
EAST CROYDON.—Norman Neill, Ltd., 11, Addiscombe Grove, Tel. Croydon 6188/9. Morris stocking dealers.
EDWARE (Middle).—S. Bowen & Sons, Ltd., Hillside Garage, High St. Edwara 4464/5. Retail dealers.
EDINBURGH.—Ingils Automobiles, Ltd., 64-78, Pitt Street, Tel. Waverley 5784/5/6. Morris retail dealers.

MORRIS—Continued

EDINBURGH.—Westfield Auto, Co., Ltd., 108-110, Lothian Road, Tel. Fou 4750. Morris distributors.
ENFIELD (Middle).—The Old Oak Motor Co., Ltd., 79, Windmill Hill, Enfield 2261. Morris dealers.
ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Road, Tel. Howard 1631. Morris dealers.
ESHER.—E.F.S. Motors, Ltd., Kingston By-pass Road, Tel. Esherbrook 3000. Morris retail dealers.
GLASGOW.—J. R. Alexander & Co., Ltd., 240, Gt. Western Rd. Tel. Douglas 6741/2. Retail dealers.
GLASGOW.—James H. Galt, Ltd., 52, Woodlands Road, Tel. Douglas 7598. Morris retail dealers.
GOLDERS GREEN, N.W.11.—Stewart & Arden, Ltd., Morris House, Finchley Road Speedwell 9711 2/3. Distributors.
GRAVESEND.—Spencer Motors, Ltd., The Grove, Tel. Gravesend 5256/7. Morris stocking agents.
HAROLD PARK (Essex).—M. Gills (Harold Park), Ltd., Colchester Road, Tel. Ingrebourne 79. Morris agents.
HUDDERSFIELD.—Lockwood Motor Garage Co., Lockwood Road, Tel. 7744/5. Morris retail dealers.
ILFORD (Essex).—Stewart & Arden, Ltd., Morris House, 543, High Road, Ilford 2225. Distributors.
KINGSTON UPON THAMES (Surrey).—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241 & 8104. Morris dealers.
LAMBERTHURST (Kent).—F. J. Avars & Co., High Street Garage, Tel. Lambethurst 217. Morris retail dealers.
LEATHERHEAD.—Sandford's (Leatherhead), Ltd., Corner, Tel. Leatherhead 5035. Morris retail dealers.
LEICESTER.—Walter E. Sturgess & Sons, Ltd., 118, Charles Street, Tel. Leicester 20033. Morris retail dealers.
LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-167, Prescott Road, Tel. Stoneycroft 6441 (3 lines). Morris dealers.
LONDON, W.1.—H. F. Edwards & Co., Ltd., 200, Gt. Portland St. Langham 0012. Retail dealers.
LONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane, Mayfair 0402/3. Morris retail dealers.
LONDON, W.1.—R. Hardy & Son, 50, Marylebone High Street, Welbeck 1101/2/3. Retail dealers.
LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland Street, Tel. Langham 3506/7. Retail dealers.
LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle Street, Tel. Grosvenor 5551. Morris retail dealers.
LONDON, W.1.—S. Morris & Co., 40, Conduit Street, Regent 0424 (6 lines). Retail dealers.
LONDON, W.1.—Poland Street Garage, 49-53, Poland Street, Tel. Gerard 9010. Morris retail dealers.
LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland Street, Tel. Langham 7733. Morris retail dealers.
LONDON, W.1.—Stewart & Arden, Ltd., Morris House, Berkeley Square, Mayfair 7680. Distributors.
LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, Tel. 0085. Retail dealers.
LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Road, Tel. Paddington 1820. Morris retail dealers.
LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492-5, High Rd., Chiswick, Chiswick 0558, 2619. Retail dealers.
LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Tel. Ealing 4727. Morris dealers.
LONDON, W.6.—West London Motors, 205, Fulham Palace Rd. Tel. Fulham 0066. Morris retail dealers.
LONDON, W.14.—Smith & Hunter, Ltd., 376-8, Kensington High St. Western 2312, 6417. Stocking traders.
LONDON, W.C.1.—The Museum Super Garage, Ltd., 12, West Central St., New Oxford St. Temple Bar 6807. Dealers.
LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon 1145/6 & 1181/2. Retail dealers.
LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Colindale 6134 & 4465. Retail dealers.
LONDON, N.1.—Benco Motors, Ltd., 303, Essex Rd. Tel. Canonbury 6146. Morris retail dealers.
LONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End, Mounview 4401. Main dealers.
LONDON, N.12.—Walter Mortlock, 912-920, High Rd., North Finchley, Tel. Hillside 0890. Morris retail dealers.
LONDON, N.21.—Winchmore Hill Garage, 804-8, Green Lanes, Tel. Laburnum 5961. Morris retail dealers.
LONDON, N.22.—Ottley Motors, Ltd. (Motor Gen. & Aero Engrs.), 11, Crescent Rd., Alexandra Park, Bowes Park 4586. Dealers.
LONDON, E.8.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham, Tel. Grangewood 2933. Dealers.
LONDON, E.11.—A. W. Story (Motors), Ltd., 683, Eighth Road, Leytonstone, Tel. 6671/2. Morris stocking dealers.
LONDON, S.E.14.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd. New Cross 0688. Stocking dealers.
LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village, Gipsy Hill 0085. Morris retail dealers.
LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Road, Tel. Brixton 2087/8/9. Morris retail dealers.
LONDON, S.E.26 & S.E.25.—Hillier Motors, Ltd., 144-146, Dartmouth Road, S.E.26. Forest Hill 3351/2, 2432. Retail dealers.
LONDON, S.W.3.—J. Corydon, Ltd., 139-143, Fulham Road, Tel. Kensington 1410. Morris retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

MORRIS—Continued

LONDON, S.W.7.—Pawson & Collins, Ltd., Queens Gate Works, Jays Mews, Kensington Gore. Kensington 322. Dealers.

LONDON, S.W.7.—Petersham Garage, Ltd., Petersham Mews, Queen's Gate Place. Western 4107. Authorised retail dealers.

LONDON, S.W.7.—Rawlings Bros., Ltd., 87a, Cromwell Road. Tel. Fremantle 8161 (10 lines). Retail dealers.

LONDON, S.W.8.—Gee Cars, Ltd., 60/62, Queenstown Road. Tel. Macaulay 3363/4. Morris stocking dealers.

LONDON, S.W.12.—H.W.H. Engineering Co., Ltd., Leechings Garage, 39, Nightingale Lane, Battersea 4051. Retail dealers.

LONDON, S.W.15.—Hungerford Motors, Ltd., 201-203, Upper Richmond Road. Putney 0222 & 3360. Retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Tel. Pollard 2100. Morris retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 229, Balham High Road. Balham 6666. Morris stocking dealers.

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Road. Tel. Wimbledon 0163. Morris retail dealers.

LONDON, S.W.19.—E. S. Prior & Son, Ltd., 258-262, Wimbledon Park Road. Putney 4577. Retail dealers.

LOWESTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peter's Street. Tel. Lowestoft 663/4. Area dealers.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage. Tel. Rusholme 2874/5. Morris agents.

NEWCASTLE-U-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Newcastle 67521/2. Retail dealers.

NORTH HARROW.—Stewart & Ardern, Ltd., Morris N. House, Canterbury Rd., Pinner Rd. Pinner 2200. Distributors.

ORPINGTON (Kent).—Burton & Deakin, Ltd., Tel. 27622 (3 lines). Morris agents.

PEVENSEY BAY (Sussex).—Bambridge Bros., Ltd., Pevensy Bay Garage. Pevensy Bay 324 (2 lines). Retail dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Road, Tel. Pinner 601. Morris retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. Morris retail dealers.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Road. Richmond 4822/3. Morris stockists.

RICKMANSWORTH.—G. Jones & Son (Rickmansworth), Ltd., 54, High Street, Tel. 3101. Morris agents.

ROCHDALE.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Morris retail dealers.

ROYSTON (Herts).—Lodson's Garage, Ltd., Melbourn St. Tel. 2281/2. Morris retail dealers.

SIDCUP (Kent).—Crips Brothers (Automobiles Engineers), Ltd., Main Road. Tel. Footscray 3066. Morris retail dealers.

SLOUGH (Bucks).—Hartwell's Motors (Slough), Ltd., Bath Road. Tel. Burnham 400.

SLOUGH (Bucks).—Wilcox (Slough), Ltd., Morris House, Chandos St. Tel. Slough 24181/2. Morris retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Retail dealers.

SOLIHULL (Nr. Birmingham).—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408, 4003, Meriden 282 & 312, Coventry 60337. Area dealers.

SOUTH CROYDON (Surrey).—Onward Motors (Croydon), Ltd., 417-421, Brighton Road. Croydon 3468/9. Morris stocking agents.

SOUTHEND.—Stewart & Ardern, Ltd., Morris House, Chalkwell Park. Leigh-on-Sea 76291. Distributors.

SOUTH TOTTENHAM.—N.15.—Stewart & Ardern, Ltd., Morris House, High Road. Stamford Hill 1234. Distributors.

SOUTH WOODFORD.—E.18.—W. Jacobs & Son, Ltd., Mill Garage, Chigwell Rd. Wanstead 7783/4/5. Retail dealers.

STAINES BRIDGE (Middx).—Dobsons (Staines), Ltd., Tel. Staines 801. Morris area dealers.

STAINES.—Stewart & Ardern, Ltd., Morris House, 37, London Road. Staines 4117. Distributors.

STOCKBRIDGE (Hants).—E. C. Fenning & Son, Grosvenor Garage, Tel. Stockbridge 11. Morris retail dealers.

SUNDERLAND.—M. Howey & Son, Ltd., Roker Park Garages, Tel. Sunderland 4996. Retail dealers.

SUTTON.—Stewart & Ardern, Ltd., Morris House, 82, Brighton Road. Vigilant 7686. Distributors.

TETTFORD.—W. & G. Lambert, Ltd., Castle Street and Norwich Road. Tel. 2217. Ford dealers.

TUNBRIDGE WELLS (Kent).—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tel. 20619. Stocking dealers.

WEALDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Road. Tel. Harrow 3432/53. Morris retail dealers.

WOLVERTON (Bucks).—W. G. Sellick & Son, Newport Road, New Bradwell. Tel. Wolverton 5117. Retail dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar. Tel. 2398. Morris retail dealers.

NASH

LONDON, N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St. Tel. Euston 5559/9. Nash Concessionaires.

OLDSMOBILE

EDINBURGH.—Ingalls Automobiles, Ltd., 64-78, Pitt Street. Tel. Waverley 5784/5/6. Oldsmobile main agents.

OLDSMOBILE—Continued

LONDON, W.1.—Lex Garages, Ltd., 2, Lexington Street. Tel. Gerrard 8600. Oldsmobile distributors.

GLASGOW.—James H. Galt, Ltd., 52, Woodlands Road. Tel. Douglas 7598. Oldsmobile main agents.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage. Tel. Rusholme 2874/5. Oldsmobile agents.

PORSCHE

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd., Hounslow 0011. Porsche sole concessionaires for Great Britain.

RIPLEY (Surrey).—Colborne Garage, Ltd., Tel. 2361. Porsche specialists.

PACKARD

BRENTFORD (Middx).—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Road, Ealing 3400. Sole concessionaires.

PARAMOUNT

WOKING.—Corner Garage (T. D. W. Bray), St. John's Road. Tel. Woking 3464. Paramount area dealers.

PEUGEOT

LONDON, S.W.1.—Witcher & Son, The Garage, 59, Cadogan Lane. Sloane 4126. Stocking agents.

PONTIAC

ASCOOT (Berks).—U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Winkfield Row 3153/4. Importers and distributors.

LONDON, S.W.3.—U.S. Concessionaires, Ltd., 5, Jubilee Place. Tel. Flaxman 7752/3/4. Importers & distributors.

RELIANT

SAWBRIDGEWORTH (Herts).—J. Dixon & Son, Ltd., Tel. Sawbridgeworth 2372. Reliant distributors.

RENAULT

BRIDGWATER.—W. E. Challice, Ltd., Cannington. Tel. Combech 228. Renault distributors, greater part of Somerset.

BRIGHTON (Sussex).—Moore's, Ltd., Mitre House, 147-8, Western Road. Tel. Brighton 26677. Renault Distributors.

EASTBOURNE.—Willets (Eastbourne), Ltd., 85-7, South Street. Tel. Eastbourne 1870. Renault retail dealers.

EDINBURGH.—H. & D. Cleland, Ltd., Belford Bridge. Tel. Dean 2293. Renault distributor.

LONDON, W.3.—C. R. Abbott & Co., Ltd., 1, Duke's Road, Western Avenue. Acorn 3224/5. Renault distributors.

LONDON, W.14.—Metropolis Garages, Ltd., MacLise Road. Tel. Shepherds Bush 5385. Renault distributors.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Belsize Rd. Tel. Maida Vale 5555 & 2155. Distributors.

LONDON, S.W.1.—Witcher & Son, The Garage, 59, Cadogan Lane. Sloane 4126. Stocking agents.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Fremantle 3588. Renault distributors.

PLYMOUTH.—Walter Williams, Randle Street, Octagon. Tel. Plymouth 4829. Renault distributors.

SOUTH MOLTON.—Rogers & Son, 107, East Street. Tel. South Molton 37. Renault distributors.

ST. ALBANS.—Blue Star Garages, St. Albans Road. Tel. St. Albans 4514. Renault retail dealers.

ST. IVES (Hunts).—Parker & Son (Head Office), Station Road. St. Ives 3322/3/4. Renault distributors.

SURBITON (Surrey).—Welham's Renault Sales & Service 5-7, Surbiton Hill Rd. Tel. Elmbridge 1873.

RILEY

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Altrincham 2662/3. Riley retail dealers.

BATLEY (Yorks).—Stan Griffiths Ltd., Wensleydale Garage, Bradford Road West. Tel. 1273 (3 lines). Stocking traders.

BATTERSEA, S.W.18.—Naylor & Root, Ltd., 25, East Hill. Tel. Battersea 2252. Riley retail dealers.

BECKENHAM (Kent).—Saunders, Abbott & Co., 1, Wickham Road. Tel. Beckenham 1930. Riley retail dealers.

BEXLEY (Kent).—Tompkins, Ltd., Mill Garage, High St. Tel. Bexleyheath 5661/2. Riley retail dealers.

BRADFORD (Yorks).—Eric S. Myers, Ltd., "No Worries" Depot, Manningham Lane. Bradford 25591 (4 lines). Main dealers.

BRIDGWATER.—Vearcombe's Motors, Bristol Rd. and Union St. Tel. Bridgwater 2942. Riley stocking dealers.

CHELSEA.—S.W.1.—Clarke & Simpson, Ltd., 49, St. George's Square. Tel. Slo. 4727. Riley retail dealers.

DENHAM.—Denham Service Station, Ltd., Tel. 2269. Riley agents.

DORKING.—Dorking Motor Co., Ltd., Reigate Road. Tel. Dorking 2256 (3 lines). Riley retail dealers.

EDGWARE (Middx).—S. Bowen & Sons, Ltd., Hill-side Garage, High St. Edgware 4464/5. Retail dealers.

GLASGOW.—James H. Galt, Ltd., 52, Woodlands Road. Tel. Douglas 7598. Riley retail dealers.

RILEY—Continued

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488/9. Riley County distributors.

IPSWICH (Suffolk).—Egertons (Ipswich), Ltd., Crown Street. Tel. Ipswich 55083 (6 lines). Riley distributors.

LONDON, W.1.—H. F. Edwards & Co., Ltd., 200 Gt. Portland St. Langham 0012. Retail dealers.

LONDON, W.1.—R. Hardy & Son, 50, Marylebone High Street. Welbeck 1101/2/3. Retail dealers.

LONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane. Mayfair 0402/3. Riley retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle Street. Tel. Grosvenor 5551. Riley retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit Street. Regent 0424 (6 lines). Retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland Street. Tel. Langham 7753. Riley retail dealers.

LONDON, W.3.—Sharwood Motors, Ltd., 32, Uxbridge Rd. Tel. Ealing 1475. Riley area dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4774. Riley stocking dealers.

LONDON, N.2.—Motourists (Ldn.), Ltd., East Finchley Station. Tel. Tudor 2301/2. Riley agents.

LONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mounview 4401. Main dealers.

LONDON, S.E.15.—S. G. Smith (Motors), Ltd., 285-287, Rye Lane. Tel. New Cross 0460/2. Retail dealers.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage. Tel. Rusholme 2874/5. Riley agents.

MANCHESTER.—James Windsor & Son (Mansfield), Ltd., Nottingham Road. Tel. 2401/2. Riley retail dealers.

SUNTHORPE.—E. Rounce, Ltd., Brumby Wood Lane. Tel. 2163. Riley main dealers.

SIDCUP (Kent).—Crips Brothers (Automobiles Engineers), Ltd., Main Road. Tel. Footscray 3066. Riley retail dealers.

SLUGH (Bucks).—Wilcox (Slough), Ltd., Morris House, Chandos St. Tel. Slough 24181/2. Riley retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Road. Tel. Smethwick 1138/9. Riley retail dealers.

SOLIHULL (Nr. Birmingham).—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408, 4003, Meriden 282 & 312, Coventry 60337. Area dealers.

SOUTHAMPTON.—H. G. Dobbs, Ltd., Riley House, 117, Lodge Road. Tel. Southampton 55718. Riley distributors.

SOUTH WOODFORD.—E.18.—Harvey Hudson & Co., Ltd., High Rd. Tel. Wanstead 0056. Riley dealers.

STAINES BRIDGE (Middx).—Dobsons (Staines), Ltd., Tel. Staines 801. Riley area dealers.

TRING (Herts).—The Market Garage, Brook Street. Tel. Tring 2049. Riley retail dealers.

ROLLS-ROYCE

BRIGHTON (Sussex).—Moore's, Ltd., Mitre House, 147-8, Western Road. Tel. Brighton 26677. Retail dealers.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488/9. Special retailers for Lincs.

GUILDFORD.—Clarke's of Piphright, Guildford Rd., Guildford. Tel. Brookwood 2201. Rolls-Royce special retailers.

LONDON, W.1.—Jack Patclay Ltd., Berkeley Square. Tel. Mayfair 7444. Rolls-Royce retailers.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley Street. Tel. Mayfair 6266. Rolls-Royce retail dealers.

LONDON, W.1.—Jack Olding & Co. (Motors), Ltd., Audley House, North Audley St. Mayfair 5242 (7 lines). Retail dealers.

ST ALBANS.—W. M. Couper, Catherine Street. Tel. 4543. Rolls-Royce special retailers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Road, Weybridge 233 (4 lines). Rolls-Royce special retailers.

ROVER

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Altrincham 2662/3. Rover area dealers.

AYLESBURY (Bucks).—Alexander Engineering Co., Ltd., Haddenham. Tel. Haddenham 345/346. Rover main agents.

BANBURY (Oxon).—The County Garage, The Cross. Tel. Banbury 2458. Rover distributors.

BARNET.—Odeon Motors, Ltd., Gt. North Road. Tel. Barnet 1144/4/6. Rover main dealers.

BEXHILL-ON-SEA.—P. Dodson, Ltd., Seckville Garage, Middlesex Rd. Tel. Bexhill 2392/3. Rover distributors.

BIDEFORD (Devon).—Elliot & Sons (Motors), Ltd., Kingsley Road. Tel. 744 (3 lines). Rover distributors.

BOGNOR REGIS.—Wilmitt's Garage Aldwick Road. Tel. 87. Rover distributors.

BRENTFORD (Middx).—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Road, Ealing 3400. Official retailers.

BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Road, Tel. Ravenshurst 3456. Rover area dealers.

BURGH HEATH.—French & Foxwell Ltd., Burgh Heath, Tadworth. Burgh Heath 66. Retail dealers.

CHALFONT ST. PETER (Bucks).—Bucks Motorwork (Chalfont), Ltd., Lower Rd. Gerrards Cross 2051. Main dealers.

CHELTENHAM.—Regent Motors (G. Readings, Ltd.), Regent Street. Tel. Cheltenham 2041. Rover retail dealers.

CHESTER.—Dee Motor Co., Ltd., 62-66, Boughton. Tel. 22342/3. Rover main agents.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

ROVER—Continued

CHESTER—Godfrey Houghton, Ltd., 38, City Road, Tel. 24818. Rover retail dealers.

CROYDON—Leathwoods Garages, Ltd., 203, St. James's Road, Tel. Thornton Heath 1222. Rover main agents.

DORKING—Dorking Motor Co., Ltd., Reigate Road, Tel. Dorking 2256 (3 lines). Rover main dealers.

EASTBOURNE—Clark & Lambert, Ltd., Trinity Place Garage, Tel. Eastbourne 4660. Rover distributors.

EAST TWICKENHAM (Middle)—Grand Garages (Richmond), Ltd., Richmond Road, Tel. Popesgrove 2216. Rover area dealers.

EPSON—Page Motors, Ltd., 70, High Street, Tel. Epson 9891/2/3. Rover area dealers.

FARNHAM (Surrey)—Tourist Trophy Garage, Ltd. (Mike Hawthorn), East St. 5363. Rover stock agents.

GRIMSBY—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. 5488/9. Rover county distributors.

GUILDFORD—Coombs & Sons (Guildford), Ltd., Portsmouth Road, Tel. Guildford 62907. Rover main dealers.

KIDDERMINSTER—Laughton Goodwin & Co., Ltd., George Street, Kidderminster 2255/6/7. Rover dealers.

LEATHERHEAD—Sandford's (Leatherhead), Ltd., Woodbridge Corner, Tel. Leatherhead 3033. Rover dealers.

LEICESTER—Walter E. Sturges & Sons, Ltd., 118, Charles Street, Tel. Leicester 20033. Rover distributors.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle Street, Tel. Grosvenor 5551. Rover retail.

LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Tel. Ealing 4727. Rover dealers.

LONDON, N.W.1.—Henlys, Ltd., Henly House, 385, Euston Road, Tel. Eus. 4444. Rover distributors.

LONDON, N.W.7.—Milcars (1953), Ltd., The Hale Garage, 16, Hale Lane, Mill Hill 1120. Area dealers.

LONDON, E.7.—R. P. Powell Motors, Ltd., 321, Romford Road, Forest Gate, Maryland 4818. Area dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, Vandyke 1166. Rover retail dealers.

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Road, Tel. Wimbledon 0163. Rover main dealers.

LONDON, S.W.19.—E. S. Prior & Son, Ltd., 258-262, Wimbledon Park Road, Putney 4577. Retail dealers.

MANCHESTER—A. Freeman, Ltd., Grosvenor Garage, Tel. Rusholme 2874/5. Rover agents.

NEWCASTLE-U-LYME (Staffs)—Henry Parr & Son, Ltd., Brunswick St. Newcastle 67321/2. Retail dealers.

PUTNEY (London, S.W.15)—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (4 lines). Retail dealers.

READING—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Rover distributors.

RICHMOND (Surrey)—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Road, Richmond 4822/3. Rover stockists.

RICKMANSWORTH—G. Jones & Son (Rickmansworth), Ltd., 54, High St. Tel. 5101. Rover agents.

RINGWOOD (Hants)—The Ringwood Motor Works (White Bros.), 28-30, Southampton Road, Ringwood 20. Retail dealers.

ROYSTON (Herts)—Logsdon's Garage, Ltd., Melbourn Street, Tel. 2281/2. Rover dealers.

SOUTHORPE—E. Rounce, Ltd., Brumby Wood Lane, Tel. 2163. Rover main dealers.

SLOUGH (Bucks)—Leigh Park Motors, Ltd., Datchet, Tel. Datchet 54. Rover distributors.

SOUTH WOODFORD, E.18.—Harvey Hudson & Co., Ltd., High Road, Tel. Wanstead 0056. Rover dealers.

ST. ALBANS—W. M. Couper, Catherine Street, Tel. 4343. Rover main agents.

STAINES BRIDGE (Middle)—Dobsons (Staines), Ltd., Tel. Staines 801. Rover area dealers.

STOURBRIDGE (Worcs)—Richard Taylor (Garages), Ltd., Victoria Street, Tel. 5171. Rover main dealers.

SUNDERLAND—M. Hovey & Son, Ltd., Roker Park Garages, Phone Sunderland 4996. Retail dealers.

THAMES DITTON (Surrey)—Guy Salmon (Automobiles), Portsmouth Road, Tel. Emberbrook 5551. Rover official retailers.

VIRGINIA WATER (Surrey)—Gavin Fairfax, Ltd., Tel. Wentworth 3154. Rover area dealers.

WATFORD (Herts)—Harris-Mayes & Co., "The Ace of Herts" Garage, Watford 4026. Main dealers.

WEYBRIDGE—Wood's Garages, Ltd., High Street, Tel. Weybridge 217. Rover area dealers.

WINCHESTER—Winchester Motor Co., Ltd., St. Cross Road, Tel. Winchester 3231. Rover dealers.

WORTHING (Sussex)—E. & D. Stenton, Ltd., Hasletts Garage, Western Place, Worthing 1603 & 7914. Retail dealers.

LAND-ROVER

ALTRINCHAM—Arden & Bull, Ltd., Old Market Place, Tel. Altrincham 2662/63. Land-Rover retail dealers.

BEXHILL-ON-SEA—F. Dodson, Ltd., Sackville Garage, Midlex Road, Tel. Bexhill 2582/3. Land-Rover distributors.

DORKING—Dorking Motor Co., Ltd., Reigate Road, Tel. Dorking 2256 (3 lines). Land-Rover main dealers.

LAND-ROVER—Continued

LEICESTER—Walter E. Sturges & Sons, Ltd., 118, Charles Street, Leicester 20033. Land-Rover distributors.

LONDON, E.7.—R. P. Powell Motors, Ltd., 321, Romford Road, Forest Gate, Maryland 4818. Area dealers.

NEWCASTLE-U-LYME (Staffs)—Henry Parr & Son, Ltd., Brunswick St. Newcastle 67321/2. Retail dealers.

READING—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Land-Rover distributors.

SLOUGH (Bucks)—Leigh Park Motors, Ltd., Datchet, Tel. Datchet 54. Land-Rover distributors.

SOUTH WOODFORD, E.18.—Harvey Hudson & Co., Ltd., High Road, Wanstead 0056. Land-Rover dealers.

ST. ALBANS—W. M. Couper, Catherine Street, Tel. 4343. Land-Rover main agents.

THAMES DITTON (Surrey)—Guy Salmon (Automobiles), Portsmouth Road, Emberbrook 5551. Land-Rover official retailers.

WEYBRIDGE—Wood's Garages, Ltd., High Street, Tel. Weybridge 217. Land-Rover area dealers.

SIMCA

BEXLEYHEATH—Milestones (Service Garage), Ltd., 308, Erith Road, Tel. Erith 2469 & 2629. Simca distributors.

CATERHAM HILL (Surrey)—Anthony Crook Motors, Ltd., Tel. Caterham 2232. Simca distributors.

ESHER (Surrey)—Anthony Crook Motors, Ltd., 14-16, High St. Tel. Esher 4560. Simca distributors.

GUILDFORD—Clarke's of Pirbright, Guildford Rd., Pirbright, Tel. Brookwood 2201. Simca distributors.

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Road, Tel. 43405. Simca distributors.

LONDON, W.1.—H. C. Paul, Ltd., 52, Bruton Place, Berkeley Square, Tel. Mayfair 0621. Simca distributors.

MANCHESTER, 14.—Anderson's Garage, Ltd., 1, Egerton Road, Fallowfield, Tel. Rusholme 2866. Simca distributors.

NORTHAMPTON—Hamtune Motors, Ltd., 39, Sheep Street, Tel. Northampton 5616. Simca distributors.

PLYMOUTH—Vosper's Motor House (Plymouth), Ltd., Willow Plot, Russell St. Tel. Plymouth 61389. Simca distributors.

STAINES—Davies Motors, Ltd., 273, London Road, Tel. Staines 4211-5. Simca distributors.

SINGER

AYLESBURY—G. E. Lawrence Motors, Ltd., New spares and service, Tel. 368. Singer distributors.

GLASGOW—J. R. Alexander & Co., Ltd., 240, Gt. Western Road, Tel. Douglas 6741/2. Retail dealers.

LEICESTER—Walter E. Sturges & Sons, Ltd., 118, Charles Street, Tel. Leicester 20033. Singer distributors.

LONDON, W.5.—Sharwood Motors, Ltd., 32, Uxbridge Road, Tel. Ealing 1475. Singer area dealers.

LUTON (Beds)—B. E. Barrett, Ltd., Castle Street, Tel. Luton 846/7. Singer distributors.

MANCHESTER—Green & Zonis, Ltd., 246-52, Deansgate, Tel. Deansgate 3325/6. Singer retail dealers.

NEWCASTLE-UPON-TYNE—St. Andrew's Motors, Ltd., Gallowgate, Tel. 28333. Singer distributors.

READING—Royal Berks Motor Co., 35-43, Thorn Street, Tel. Reading 4639. Singer distributors.

ROMFORD—Heath Park Engineering Co., Ltd., Brentwood Road, Gidea Park, Tel. Hornchurch 6741/2. Singer distributors.

SHEFFIELD—G. Batty & Sons, Ltd., Ellin Street, Tel. 25222. Singer distributors.

SIDCUP (Kent)—G. Sheppard & Son, Ltd., 15, Rectory Lane, Tel. Footscray 2132. Singer distributors.

WOKING—Corner Garage (T. D. W. Bray), St. John's Road, Tel. Woking 3464. Singer area dealers.

YORK—Micklegate Motor Co., Ltd., Micklegate Bar, Tel. 2388. Singer distributors.

STANDARD

AMERSHAM (Bucks)—Station Garages (Amersham & Chalfont), Ltd., Tel. Amersham 870. Standard distributors.

BARKING—Barking Garage & Engineering Co., Ltd., Wakering Road, Tel. Rippleway 0353/7. Standard retail dealers.

BASINGSTOKE—Tyson & Lewin, Ltd., London Road, Tel. Basingstoke 41. Standard main dealers.

BATTERSEA, S.W.11.—Red Rics Automobiles, 58, Battersea Bridge Road, Battersea 6171. Standard stock dealers.

BEDFORD (Middlesex)—Over Hall Garages, Ltd., Staines Road, Tel. Ashford 2523. Standard stockists.

BEDFORD—Harry Kitchener, Ltd., 180, Goldington Road, Tel. Bedford 2790/3553. Standard agents.

BEDFORD—The Bedford Car Mart, 92-94, Amphilhill Road, Tel. Bedford 5223. Standard main agents.

BISHOP'S STORTFORD—H. R. Moore, Ltd., Standard House, Northgate End, Tel. 1140. Standard distributors.

BLACKPOOL—Loxhams Garages (Blackpool), Ltd., White Gate Drive, Tel. Marton 754. Standard main dealers.

BOGOR REGIS—Wilmott's Garage, Aldwick Road, Tel. 37. Standard area dealers.

BORDON (Hants)—Whitehill Garage & Service Station, Whitehill, Tel. Bordon 173. Standard dealers.

STANDARD—Continued

BRIGHTON (Sussex)—Moore's, Ltd., Mitre House, 147-8, Western Rd. Tel. Brighton 26677. Standard distributors.

BRIXTON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., Trinity Gardens, Tel. Brixton 4011. Standard retail dealers.

BROMLEY (Kent)—K.J. Motors, Ltd., Widmore Road, Tel. Ravensbourne 3456. Standard main dealers.

CHELTHAM—Regent Motors (G. Readings, Ltd.), Regent Street, Tel. Cheltenham 2041. Standard retail dealers.

COCKFOSTERS (Herts)—Broadfield Garage & Engineering Co., Ltd., Standard House, Barnet 1701. Area dealers N. London.

COLNE—F. Fairer & Son, Ltd., Netherhey's Gar., Barrowford Rd. Tel. Colne 204. Retail dealers.

CREWE—Cooke's Garages (Crewe), Ltd., 10-20, Nantwich Road, Tel. 2011. Standard distributors.

CROYDON—Carrs Auto Sales, Ltd., Standard House, South End, Tel. Croydon 6085. Standard main dealers.

CROYDON (Surrey)—Moore's Presto Motor Works, Ltd., Tamworth Road, Tel. Croydon 6004. Standard retail dealers.

DORKING (Surrey)—F. W. Mays & Co., Ltd., 105, South St. Dorking 2244. Standard area dealers.

EASTBOURNE—Willets (Eastbourne), Ltd., 85-7, South Street, Tel. Eastbourne 1870. Standard retail dealers.

EASTLEIGH (Hants)—Short Garages (Chandler's Ford), Ltd., 109, Winchester Road, Chandler's Ford 2221. Retail dealers.

EDGWARE (Middle)—S. Bowen & Sons, Ltd., Hillside Garage, High St. Edgware 4464/5. Retail dealers.

EDGWARE—Deansbrook Garage, 130, Hale Lane, Tel. Mill Hill 2244. Standard retail dealers.

EDINBURGH—John Brown & Co., Lochrin Place, Tel. Fou. 8304. Standard retail dealers.

EDINBURGH, 13.—D. Waddell, The Collington Motor Garage, 28-32, Spylaw St., Colinton, Tel. 87526. Retail dealers.

ENFIELD—D. J. Shepherd & Co., Ltd., 434-6, Hertford Road, Tel. Howard 1631. Standard dealers.

EPSON (Surrey)—H. F. Edwards & Co., Ltd., 28-32, Upper High St. Tel. 9400. Retail dealers.

ESHER—E.F.S. Motors, Ltd., Kingston By-Pass Road, Tel. Emberbrook 3000. Standard retail dealers.

EXETER (Devon)—Lock Brothers, Ladysmith Road, Tel. Exeter 3990. Standard retail stocking dealers.

FINCHLEY, N.12.—Halls (Finchley), Ltd., Odeon area dealers, Tel. Hillside 1044 (6 lines). Standard area dealers.

GAMLINGAY (Cambs)—Alec Norman (Garages), Ltd., Church Street, Gamlingay 226 & 249. Standard retail dealers.

GARSTON (Herts)—Kingswood Service Station, Ltd., North Orbital Road, Tel. Garston 2170. Standard retail agents.

GLASGOW—J. R. Alexander & Co., Ltd., 240, Gt. Western Road, Tel. Douglas 6741/2. Retail dealers.

GRAVESEND—Sponcer Motors, Ltd., The Grove, Tel. Gravesend 5236/7. Standard stocking agents.

HARROW (Middle)—Central Motors (Harrow), Ltd., 98, 105, 108, Pinner Rd. Harrow 1707. Retail dealers.

HIGHCLIFFE-ON-SEA (Hants)—Highcliff Garage, Lymington Road, Tel. 310. Standard stocking agents.

HILLINGDON—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Av. Tel. Uxbridge 8588/9. Standard retail dealers.

HODDESDON (Herts)—The Hoddesdon Motor Co., 21, High Street, Tel. 2048. Standard retail dealers.

HUDDERSFIELD—A. G. Boyes & Co., Ltd., East Parade, Tel. 7676. Standard distributors.

KINGSTON-ON-THAMES—Bentalls, Ltd., Wood Street, Tel. Kingston 1001. Standard retail dealers.

LAMBERTHURST (Kent)—F. J. Avars & Co., High Street Garage, Tel. Lambethurst 217. Standard retail dealers.

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Road, Tel. 43405. Standard retail dealers.

LEICESTER—H. A. Browett & Co., Ltd., 64-66, Granby St. Tel. 60241/2. Standard distributors.

LEICESTER—The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd. Tel. 20247/8. Retail dealers.

LEIGH-ON-SEA—Eastern Automobiles (Southend), Ltd., 1163-7, London Rd. Tel. 75824. Standard retail dealers.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-167, Prescot Road, Tel. Stoneycroft 6441 (3 lines). Retail dealers.

LONDON, W.1.—Berkeley Square House Garage, Ltd., Berkeley Square, Tel. Grosvenor 4343. Standard agents.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, Tel. 0085. Retail dealers.

LONDON, W.1.—R. Hardy & Son, 50, Marylebone High Street, Welbeck 1101/2/3. Retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit Street, Regent 0424 (6 lines). Retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland Street, Tel. Gerrard 9010. Standard retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland Street, Tel. Langham 7733. Standard retail dealers.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Road, Tel. Paddington 1820. Standard retail dealers.

LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492-5, High Rd. Chiswick Chiswick 0558, 2619. Retail dealers.

LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492-6, High Rd. Chiswick Chiswick 0558, 2619. Retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

STANDARD—Continued

LONDON, W.6.—Normand, Ltd., 405-9, King Street, Hammersmith. Tel. Riverside 5665/6. Standard retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Standard stocking dealers.

LONDON, W.13.—Green Man Garage (Ealing), Ltd., 64, The Broadway, West Ealing. Ealing 5044. Stockists.

LONDON, W.14.—Metropolis 'Garages, Ltd., MacLise Road. Tel. Shepherds Bush 5365. Standard retail dealers.

LONDON, W.C.2.—Tickford, Ltd., 6-9, Upper St. Martin's Lane. Tel. Temple Bar 3338. Standard dealers.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane Hendon 1145/6, 1181/2. Retail dealers.

LONDON, N.W.6.—Blue Star Garages, Fortune Green Road, West Hampstead Tel. Hampstead 2211. Standard retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill 4232. Appointed dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury Colindale 6134 & 4485. Retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High Street, Harlesden. Tel. Elgar 6256/7/8. Agents.

LONDON, N.2.—Motorists (Ldn), Ltd., East Finchley Station. Tel. Tudor 2301/2. Standard agents.

LONDON, N.6.—Martins Motors (Highgate), Ltd., Highgate High Street. Tel. Mountview 3413. Standard retail dealers.

LONDON, N.9.—Grove Garage & Motors, 295-7, Fore Street, Edm. 4162 & 6050. Standard retail dealers.

LONDON, N.14.—Ridge Motor: Cannon Hill, Southgate, Tel. Palmers Green 3691/2/3. Standard main dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Road, Tottenham. Tel. Stanford Hill 8000. Agents.

LONDON, N.21.—Winchmore Hill Garage, 804-8, Green Lanes. Tel. Laburnum 5961. Standard retail dealers.

LONDON, E.6.—Traynor Motors, Ltd., 133-5, High St. South, E. Ham. Grangewood 2530, 5834. Retail dealers.

LONDON, S.E.23.—Seager & Co., 175, Frie Vale, Forest Hill 1836. Retail dealers and service.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Road. Tel. Brixton 2087/8/9. Standard retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., S.E.26. Forest Hill 9351/2, 2432. Retail dealers.

LONDON, S.W.1.—Evans & O'Malley, 12, William Street, Lowndes Square. Sloane 1353. Standard main dealers.

LONDON, S.W.3.—J. Corydon Ltd., 139-149, Fulham Road. Tel. Kensington 1410. Standard retail dealers.

LONDON, S.W.6.—London Counties Motor Mart, 79-91, New Kings Road. Tel. Renown 1185. Standard agents.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Kensington 2477/8. Retail dealers.

LONDON, S.W.11.—Harman Garages, Ltd., 39, Chatham Road. Tel. Battersea 7844. Standard stockists.

LONDON, S.W.14.—Whytlaw & Harper, Ltd., 174, Upper Richmond Rd. East Sheen. Prospect 4455. Dealers.

LONDON, S.W.15.—X. L. Service Station, Kingston Vale. Tel. Kingston 8333. Standard retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Road. Balham 6666. Standard stocking dealers.

LONDON, S.W.18.—Trinity Cars Ltd., 94, North Side, Wandsworth Common. Vandyke 1166. Standard retail dealers.

LONDON, S.W.19.—L. F. Dove, Ltd., 69, Broadway, Wimbledon. Tel. Liberty 3456. Standard main agents.

LONDON, S.W.19.—E. S. Prior & Son, Ltd., 258-262, Wimbledon Park Road, Putney 4577. Retail dealers.

MALVERN.—Rothwell & Milbourne Ltd., Central Garage. Tel. Malvern 300/01. Standard area dealers.

MANCHESTER.—A. Freeman Ltd. Grosvenor Garage. Tel. Rusholme 2874/5. Standard distributors.

NEW BARNET (Herts).—Clockhouse Garage, Ltd., Brookhill Road. Tel. Barnet 3908. Standard retail dealers.

NEW ELTHAM, S.E.9.—Milestones (Service Garage), Eltham. Ltd., 729, Sidcup Road, Eltham 3230, 5999. Retail dealers.

NEWMARKET.—Goldings' Garage, Park Lane. Tel. Newmarket 2474. Standard main agents.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep Street. Tel. 3391 (3 lines). Standard distributors.

NORTHWOOD (Middx).—Colliver-Fisher at Northwood, Ltd. Tel. Northwood 777. Standard retail dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Road. Tel. Pinner 601. Standard retail dealers.

PONDERS END, Enfield.—Walters (Motors), Ltd., 356-360, High St. Howard 1646-1951. Standard retail dealers.

PUTNEY (London, S.W.15).—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

RAINHAM.—Wag Bennett & Sons, New Road. Tel. 638. Standard dealers.

READING.—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Standard retail dealers.

READING.—Jullians of Reading, Ltd., 27, King's Road. Tel. Reading 2494. Standard distributors.

STANDARD—Continued

RICKMANSWORTH.—G. Jones & Son (Rickmansworth), Ltd., 54, High Street. Tel. 3101. Standard agents.

RICHMOND (Surrey).—The Black Horse Garage (Richmond) Ltd., 174-6, Sheen Road. Richmond 4822/3. Standard stockists.

ROMSEY.—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. Romsey 3185/6/7. Standard main dealers.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. & Bailey Lane. Tel. 22998, 22625. Appointed dealers.

SIDCUP (Kent).—Hatherley Engineering Co., Ltd., S. Hatherley Road. Tel. Footscray 1126/7. Main area dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Road. Tel. Smethwick 1138/9. Retail dealers.

SOLIHULL, nr. Birmingham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003. Meriden 232 & 312. Coventry 60357. Area dealers.

STAINES.—Staines Motors, Ltd., 162-4, Kingston Road. Tel. Staines 545. Standard area dealers.

ST. AUGUSTINE (Cornwall).—J. A. Johns & Son, Ltd., Ranelagh Garage. Tel. 109. Standard agents.

ST. IVES (Hunts).—Parker & Son (Head Office), Station Road. St. Ives 3322/3/4. Standard area dealers.

ST. LEONARDS-ON-SEA.—Freeland & Fuller, Ltd., The Green. Tel. Hastings 397. Standard retail dealers.

SUNDERLAND.—Dunns Garages (Sunderland), Ltd., Wheatshaf Corner. Tel. 57666. Standard distributors.

TETSFORD.—W. & G. Lambert, Ltd., Castle Street & Norwich Road. Tel. 2217. Standard main dealers.

TOTNES (Devon).—Evans & Cutter, Ltd., North Street Garage. Tel. Totnes 2340. Standard retail dealers.

TROWBRIDGE.—The Central Garage (Trowbridge), Ltd., Fore Street & Church Street. Trowbridge 2361. Standard distributors.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., London Road. Tel. Tunbridge Wells 1425. Standard distributors.

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. John's Road. Southborough 1000 (3 lines). Retail dealers.

WATFORD (Herts).—R. K. Horton, Ltd., 2, Derby Road. Tel. Watford 5283/4. Standard retail dealers.

WEALDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Road. Tel. Harrow 3432/33. Standard retail dealers.

WEST BROMWICH.—Geo. H. Kendrick, Ltd., Carters Green. Tel. West Bromwich 0778/9. Standard dealers.

WIMBORNE (Dorset).—Wimborne Motors, Station Terrace. Tel. 534. Standard retail dealers.

WORKING (Surrey).—S. F. Erskine & Sons, Ltd., 24, Commercial Road. Tel. Woking 330.

WOLVERTON (Bucks).—W. G. Sellick & Son, Newport Road, New Bradwell. Tel. Wolverton 3117. Retail dealers.

WOODFORD (Essex).—Lamb's, Ltd., Standard House, Southend Rd. Tel. WAN. 6666 (20 lines). Distributors South-West Essex.

SUNBEAM-TALBOT

AYLESBURY.—The Bucks Motor Co., Ltd., 24-26, Great Western Street. Tel. 164/5. Sunbeam-Talbot dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High Street. Barnet 0332 & 0910. Main dealers.

BASINGSTOKE (Hants).—Wheeler & Ayland, Ltd., Reading Road. Tel. Basingstoke 386. Sunbeam-Talbot main dealers.

BEXLEYHEATH.—Broadway Motors (J. D. Vegette, Ltd.), 16-18, Broadway Tel. Bexleyheath 3591/2. Area main dealers.

BIRKENHEAD.—Kirbys, Ltd., Woodchurch Rd., Prenton Tel. Mountwood 2205. Sunbeam-Talbot distributors.

BLACKPOOL.—Kirbys' Ltd., 292, Church Street. Tel. Blackpool 23485. Sunbeam-Talbot distributors.

BOURNEMOUTH.—George Hartwell Ltd., Holdenhurst Road. Tel. 4161. Sunbeam-Talbot main distributors.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd. Packard Buildings, Gt. West Road. Ealing 3400. Official retailers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20051. Sunbeam-Talbot distributors.

BROMLEY COMMON (Kent).—Gudor Auto Services, Ltd., Tudor Garage. Hastings Road Hurstway 1262. Main agents.

BROOKWOOD (Surrey).—S. F. Erskine & Sons, Ltd., Connaught Road. Tel. Brookwood 3052.

CHRISTCHURCH (Hants).—Gibbons Sports Cars (Christchurch) Ltd., Lyndhurst Road, Christchurch 1691. Sunbeam-Talbot retail dealers.

COVENTRY.—Martin's Garage London Road. Tel. Toll Bar 3169.

CROYDON (Surrey).—Manton Motors, Ltd., 23-27, Croydon Shirley Road. Tel. Addiscombe 6051. Main dealers.

CROYDON (Surrey).—Smith Auto Co., Ltd., 145, London Road. Tel. 4600 & 4632. Main dealers.

EASTLEIGH (Hants).—Short Garages (Chandler's Ford), Ltd., 109, Winchester Road. Chandler's Ford 2221. Retail dealers.

ENFIELD.—Lynne Frank & Wagstaff, Ltd., London Road. Tel. 1203/4/5. Sunbeam-Talbot main dealers.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-32, Upper High St. Tel. 9400. Retail dealers.

ERITH.—North End Motors, Ltd., North End Road. Tel. 3000 (5 lines). Sunbeam-Talbot main agents.

SUNBEAM-TALBOT—Continued

GERRARDS CROSS (Bucks).—Lewis Motors (Gerrards Cross), Ltd., Station Road Tel. 3777. Retail dealers.

GILGOW, S.E.—James B. Robinson, 400, Gallowgate, Tel. Bridgeton 3868. Sunbeam-Talbot retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Road. Tel. 24061 (3 lines). Sunbeam-Talbot distributors.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 608, Kenyon Road, Kenyon. Wordsworth 7805. Retail dealers.

HARROW.—Northern Motors of Harrow, 186-194, Pinner Road Tel. Harrow 4444. Sunbeam-Talbot retail dealers.

HARROW.—Ruffells Motors, 185, High Street, Wealdstone. Tel. Harrow 6421. Sunbeam-Talbot retail dealers.

HAVERFORDWEST.—James Parry County Motors, Ltd., 122, Sunbeam-Talbot retail dealers.

HIGH WYCOMBE.—Davenport Vernon & Co., Ltd., 31-32 & 34, High St. High Wycombe 2400 (5 lines). Distributors.

HULL.—Triangle Motor Co., Ltd., Anlaby Road. Tel. 15560. Sunbeam-Talbot distributors.

LEAMINGHEAT.—Hancocks (Motors), Ltd., 18, Broad Street. Tel. Lifford 182/3. Sunbeam-Talbot dealers.

ISLEWORTH (Middx).—B. N. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552, 2554 & 2151. Main dealers.

KINGSTON-UPON-THAMES.—H. Taylor & Co., 135, London Rd. Tel. Kingston 1263. Main dealers.

LEEDS.—Cox & Co (Leeds), Ltd., Regent Street. Tel. Leeds 51914 (6 lines). Distributors.

LIVERPOOL.—Kirbys, Ltd., 52-58, Renshaw Street. Tel. Liverpool Royal 3567. Sunbeam-Talbot distributors.

LONDON, W.3.—Metropolitan Motors, 192/6, Horn Lane, Acton. Tel. Acton 5064 (4 lines). Sunbeam-Talbot dealers.

LONDON, N.W.1.—Blue Star Garages, Camden Road, Camden Town. Gulliver 5028. Sunbeam-Talbot retail dealers.

LONDON, N.W.4.—Hendon Central Garage, Ltd., 44-46, Watford Way Hendon Central. Fendon 6084/5. Retail dealers.

LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Tel. Mat. 8062/4801/2/3. Retail dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Tel. Silverthorne 1820/1. Main dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 2585. Sunbeam-Talbot main dealers.

LONDON, S.E.15.—S. G. Smith (Motors) Ltd., 285-287, Rye Lane. Tel. New Cross 0460/2. Retail dealers.

LONDON, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Dealers.

LONDON, S.W.6.—London Counties Motor Mart, 79-91, New King Road. Tel. Renown 1183. Sunbeam-Talbot agents.

LONDON, S.W.7.—Blew Brothers, Ltd., 133, Old Brompton Road. Fremantle 3333. Sunbeam-Talbot retail dealer.

LONDON, S.W.12.—Th. Nightingale Engineering Co., Ltd., Western Lane, Nightingale Lane. Battersea 2193. Authorised dealers.

LONDON, S.W.19.—The Modern Service Garage, High St., Wimbledon Common. Wimbledon 5155. Distributing dealers.

MAIDENHEAD.—R. S. Mead (Sales), Ltd., 42, Queen Street. Tel. 3431/2. Sunbeam-Talbot main dealers.

MARGATE.—A.R. (Enterprise), Ltd., 231-255, Canterbury Road. Tel. Thanet 31303/4. Sunbeam-Talbot area dealers.

NEWTON MEARNS.—Andersons (Newton Mearns), Ltd., 268, Ayr Road. Tel. 2233. Sunbeam-Talbot distributors.

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge Street. Tel. Northampton 907. Sunbeam-Talbot distributors.

PARKSTONE (Dorset).—Parkway Garages, Ltd., Sandbanks Road. Canford Cliffs 78078 & 78278. Sunbeam-Talbot dealers.

PETTS WOOD (Kent).—Dunstonian Garage, Station Garage. Tel. Orpington 889. Sunbeam-Talbot main dealers.

READING.—Reading Garage Co., Ltd., Cork Street. Tel. Reading 3463/3465. Rootes Group distributors.

ROMFORD (Essex).—Romford Commercial Cars, 20-23, London Road. Tel. Romford 5844. Sunbeam-Talbot main dealers.

ROMSEY.—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. Romsey 3185/6/7. Sunbeam-Talbot main dealers.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. & Bailey Lane. Tel. 22998, 22625. Appointed dealers.

SOUTHPORT.—Kirbys, Ltd., 51, Lord Street. Tel. Southport 4158. Sunbeam-Talbot distributors.

STAINES BRIDGE (Middx).—Dobsons (Staines), Ltd., Tel. Staines 801. Sunbeam-Talbot area dealers.

STOURBRIDGE.—Lyetts Garage, Ltd., St. Johns Road. Tel. Stourbridge 5284/5. Sunbeam-Talbot dealers.

SWANSEA.—Oscar Chess, Ltd., Gloucester Place & King Edward Rd. Swansea 832 & 56013. Distributors.

TOTTENHAM, N.17.—Robert Chidley, Ltd., 658, High Road. Tel. Tottenham 8811/2/3. Sunbeam-Talbot main dealers.

TROWBRIDGE.—Fore Street Garages, Ltd., 33-34, Fore Street. Tel. Trow 3361 (4 lines). Sunbeam-Talbot distributors.

TRURO (Cornwall).—The Trafalgar Garage, Ltd., Trafalgar Square. Tel. Truro 2461. Sunbeam-Talbot distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

SUNBEAM-TALBOT—Continued

TUNBRIDGE WELLS (Kent).—J. Rawson & Sons, Ltd., Mount Pleasant. Tel. 3494/5/6. Sunbeam-Talbot distributors.

WEYBRIDGE (Surrey).—R. J. Shanks & Co., Ltd., 61-63, Baker St. Weybridge 1178 & 1534. Main dealers.

WEYMOUTH.—Nicholson Motors, Ltd., 172, Dorchester Road. Tel. Weymouth 90. Sunbeam-Talbot dealers.

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Road. Tel. 2396/9. Sunbeam-Talbot distributors.

WINDSOR.—Martins of Windsor, 103, St. Leonards W. Road. Tel. Windsor 349. Sunbeam-Talbot main dealers.

SWALLOW DORETTI

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Tel. Croydon 6088. Swallow Doretti distributors.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., East Parade. Tel. 7676. Doretti distributors.

LONDON, E.7.—Drews Woodgrange Service Stations, Ltd., Romford Road, Forest Gate. Tel. Gra. 6601/2. Distributors.

LONDON, S.W.2.—Pride & Clarke, Ltd., 237, Brixton Hill. Tel. 2664/5. Swallow Doretti main agents.

SIDCUP (Kent).—Hatherley Engineering Co., Ltd., Hatherley Road. Tel. Footscray 1126/7. Main area dealers N.W. Kent.

TROWBRIDGE.—The Central Garage (Trowbridge), Ltd., Fore Street & Church Street. Trowbridge 2561. Doretti distributors.

WOKING (Surrey).—S. F. Erskine & Sons, Ltd., 24, Commercial Road. Tel. Woking 330.

TRIUMPH

AMERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd. Tel. Amersham 870. Triumph distributors.

BASINGSTOKE.—Tysoe & Levin, Ltd., London Road. Tel. Basingstoke 71. Triumph main dealers.

BEDFORD.—The Bedford Car Mart, 92-94, Amphil Road. Tel. Bedford 5223. Triumph main agents.

BISHOP'S STORTFORD.—H. R. Moore, Ltd., Standard House, Northgate End. Tel. 1140. Triumph distributors.

BLACKPOOL.—Loxhams Garages (Blackpool), Ltd., main dealers.

White Gate Drive. Tel. Marton 754. Triumph main dealers.

BOGNOR REGIS.—Wilmott's Garage, Aldwick Road. Tel. 97. Triumph area dealers.

BORDON (Hants).—Whitehill Garage & Service Station, Whitehill. Tel. Bordon 173. Triumph dealers.

BRIGHTON (Sussex).—Moore's, Ltd., Mitre House, 147-8, Western Road. Tel. Brighton 26677. Triumph distributors.

BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Road. Tel. Ravensbourne 3456. Triumph main dealers.

COCKFOSTERS (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House, Barnet 7301. Area dealers N. London.

CREWE.—Cooke's Garages (Crewe), Ltd., 10-20, Nantwich Road. Tel. 2011. Triumph distributors.

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Tel. Croydon 6088. Triumph main dealers.

DORKING (Surrey).—F. W. Mays & Co., Ltd., 105, South St. Dorking 2244. Triumph area dealers.

EASTBOURNE.—Willetts (Eastbourne), Ltd., 85-7, South Street. Tel. Eastbourne 1870. Triumph retail dealers.

EASTLEIGH (Hants).—Short Garages (Chandler's Ford), Ltd., 109, Winchester Road. Chandler's Ford 2221. Retail dealers.

EDINBURGH.—John Brown & Co., Lochrin Place. Tel. Fou. 8304. Triumph retail dealers.

EDINBURGH, 15.—D. Waddell, The Collington Motor Garage, 28-32, Spylaw St., Collington. Tel. 87326. Retail dealers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Fernford Road. Tel. Howard 1631. Triumph dealers.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-32, Upper High St. Tel. 9400. Retail dealers.

EXETER (Devon).—Lock Brothers, Ladysmith Road. Tel. Exeter 3990. Triumph retail stocking dealers.

GRAVESEND.—Sponner Motors, Ltd., The Grove. Tel. Gravesend 5236/7. Triumph stocking agents.

HARROW (Middlex).—Central Motors (Harrow), Ltd., 98, 105, 108, Pinner Rd. Harrow 1707. Retail dealers.

HIGHCLIFFE-ON-SEA (Hants).—Highcliffe Garage, Lymington Road. Tel. 310. Triumph stocking agents.

HILLINGDON.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave. Tel. Uxbridge 8588/9. Triumph retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., 21, High Street. Tel. 2048. Triumph retail dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., East Parade. Tel. 7676. Triumph distributors.

KINGSTON-ON-THAMES.—Bentalls, Ltd., Wood Street. Tel. Kingston 1001. Triumph retail dealers.

LEICESTER.—H. A. Brown & Co., Ltd., 64-66, Granby Street. Tel. 60241/2. Triumph distributors.

LEICESTER.—The County Garage & Motor Works (Leicester), Ltd., Aylestone Road. Tel. 20247/8. Retail dealers.

LEIGH-ON-SEA.—Eastern Automobiles (Southend), Ltd., 1163-7, London Road. Tel. 75924. Triumph retail dealers.

LIVERPOOL.—7, Meadows Automobiles, Ltd., 159, 167, Prescott Road. Tel. Stoneycroft 6441. Triumph dealers.

LONDON, W.1.—R. Hardy & Sons, 50, Marylebone High Street. Welbeck 1101/2/3. Retail dealers.

TRIUMPH—Continued

LONDON, W.1.—S. Morris & Co., 40, Conduit Street. Regent 0424 (6 lines). Retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland Street. Tel. Gerrard 9010. Triumph retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland Street. Tel. Langham 7733. Triumph retail dealers.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Road. Tel. Paddington 1820. Triumph retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Triumph dealers.

LONDON, W.13.—Green Man Garage (Ealing), Ltd., 64, The Broadway, West Ealing. Ealing 5044. Stockists.

LONDON, W.14.—Metropolis Garages, Ltd., MacLise Road. Tel. Shepherds Bush 5385. Triumph retail dealers.

LONDON, W.22.—Tickford, Ltd., 6-9, Upper St. Martin's Lane. Tel. Temple Bar 3338. Triumph dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill. 4232 Appointed dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6134 & 4485. Retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High Street, Harlesden. Tel. Elgar 6256/7/8. Agents.

LONDON, N.2.—Motourists (London), Ltd., East Finchley Station. Tel. Tudor 2301/2. Triumph agents.

LONDON, N.6.—Martins Motors (Highgate), Ltd., Highgate High Street. Tel. Mountview 3413. Triumph retail dealers.

LONDON, N.9.—Grove Garage & Motors, 293-7, Fore Street, Edm. 4162 & 6050. Triumph retail dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Road, Tottenham. Tel. Stamford Hill 8000. Agents.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Road. Tel. Brixton 2087/8/9. Triumph retail dealers.

LONDON, S.E.26 and **S.E.23**.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., S.E.26. Forest Hill 9351/2 & 2432. Retail dealers.

LONDON, S.W.1.—Evans & O'Malley, 12, William Street, Lowndes Square. Sloane 1353. Triumph main dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Kensington 2477/8. Retail dealers.

LONDON, S.W.14.—Whitlaw & Harper, Ltd., 174, Upper Richmond Rd., East Sheen. Prospect 4455. Dealers.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Tel. Kingston 8333. Triumph retail dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Vandyke 1166. Triumph retail dealers.

LONDON, S.W.19.—L. F. Dove, Ltd., 69, Broadway, Wimbledon. Tel. Liberty 3456. Triumph main agents.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep Street. Tel. 3391 (3 lines). Triumph distributors.

PINNER (Middlex).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 601. Triumph retail dealers.

PUTNEY, London, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

READING.—Julians of Reading, Ltd., 27, Kings Road. Tel. Reading 2494. Triumph distributors.

RICKMANSWORTH.—G. Jones & Son (Rickmansworth), Ltd., 54, High Street. Tel. 3101. Triumph agents.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Richmond 4822/3. Triumph stockists.

ROMSEY.—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. Romsey 3185/6/7. Triumph main dealers.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. and Bailey Lane. Tel. 22898 & 22625. Appointed dealers.

SIDCUP (Kent).—Hatherley Engineering Co., Ltd., Hatherley Road. Tel. Footscray 1126/7. Main area dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Road. Tel. Smethwick 1139/9. Retail dealers.

SOLIHULL, nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4005. Meriden 292 & 312, Coventry 60337. Area dealers.

ST. AUSTELL (Cornwall).—J. A. Johns & Son, Ltd., Ranelagh Garage. Tel. 109. Triumph agents.

ST. IVES (Hunts).—Parker & Son (Head Office), Station Road. St. Ives 3322/3/4. Triumph area dealers.

ST. LEONARDS-ON-SEA.—Freeland & Fuller, Ltd., The Green. Tel. Hastings 397. Triumph retail dealers.

SUNDERLAND.—Dunns Garages (Sunderland), Ltd., Wheatheaf Corner. Tel. 57666. Triumph distributors.

TOTNES (Devon).—Evans & Cutter, Ltd., North Street Garage. Tel. Totnes 2340. Triumph retail dealers.

TROWBRIDGE.—The Central Garage (Trowbridge), Ltd., Fore Street & Church Street. Trowbridge 2561. Triumph distributors.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., London Road. Tel. Tunbridge Wells 1425. Triumph distributors.

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. John's Road. Southborough 1000 (3 lines). Retail dealers.

TRIUMPH—Continued

WEALDSTONE (Middlex).—G. & C. Motor Garages, Ltd., Canning Road. Tel. Harrow 3432/3. Triumph retail dealers.

WEST BROMWICH.—Geo. H. Kendrick, Ltd., Carters Green. Tel. West Bromwich 0778/9. Triumph dealers.

WOKING (Surrey).—S. F. Erskine & Sons, Ltd., 24, Commercial Road. Tel. Woking 330.

WOODFORD (Essex).—Lamb's, Ltd., Standard House, Southend Rd. Wan. 6666 (20 lines). Distributor South West Essex.

VAUXHALL

ALDERSHOT (Hants).—E. J. Baker & Co. (Dorking), Ltd., 42-44, Birchett Road. Tel. Aldershot 777. Dealers.

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Altrincham 2662/3. Vauxhall retail dealers.

BALHAM, S.W.17.—G.N., Ltd., 278-300, Balham High Road. Tel. Balham 1053. Vauxhall main dealers.

BARNET.—Odeon Motors, Ltd., Gt. North Road. Tel. Barnet 1144/5/6. Vauxhall area dealers.

BIRMINGHAM.—Wheeler's Garage (B'ham), Ltd., 774-8, Bristol Road South, Northfield. Priory 1176/7/8. Retail dealers.

BIRMINGHAM, 24.—Yenton Garage Co., Ltd., 125, Sumon Road. Tel. Erdington 2226. Vauxhall retail dealers.

BISHOP'S STORTFORD.—Franklin's Garage, Ltd., Stansted Road. Tel. 363 & 1392. Vauxhall area dealers.

BRIDLINGTON.—The East Riding Motor Co., Ltd., Alexandra Garage. Tel. Bridlington 3414. Vauxhall area dealers.

BRIDGWATER.—Real, Medland & Wills, Ltd., Monmouth Street. Tel. Bridgwater 2639. Vauxhall area dealers.

BROMLEY (Kent).—K.J. Motors, Ltd., Widmore Road. Tel. Ravensbourne 3456. Vauxhall main dealers.

CATERHAM (Surrey).—Layhams Engineering Co., 379-383, Croydon Road. Tel. Caterham 2384. Vauxhall stocking agents.

CHELTENHAM.—Regent Motors (G. Readings, Ltd.), Regent Street. Tel. Cheltenham 2041. Vauxhall retail dealers.

CLEVEDON (Somerset).—Binding & Payne, Ltd., Central Garage. Tel. Clevedon 2201/2. Vauxhall main agents.

COBHAM (Surrey).—Wellers Garage, The Tilt. Tel. Cobham 16 & 131. Vauxhall retail dealers.

COLCHESTER (Essex).—Spurling Motors, Ltd., North Hill. Tel. Colchester 3924. Vauxhall main agents.

CORBY (Northants).—Stockwood Motors, Ltd., Rockingham Road. Tel. Corby 3243. Vauxhall area dealers.

DORKING.—E. J. Baker & Co. (Dorking), Ltd., High Street. Tel. Dorking 3522 (5 lines). Main dealers.

EAST TWICKENHAM (Middlex).—Graad Garages (Richmond), Ltd., Richmond Road. Tel. Popesgrove 2216. Vauxhall main dealers.

EPSOM.—Page Motors, Ltd., 70, High Street. Tel. Epsom 9891/2/3. Vauxhall area dealers.

ESHER.—E.F.S. Motors, Ltd., Kingston By-Pass Road. Tel. Esherbrook 3000. Vauxhall dealers.

GLASGOW.—J. R. Alexander & Co., Ltd., 240, Gt. Western Road. Tel. Douglas 6741/2. Retail dealers.

GOSPORT (Hants).—Erskine Motors, 72-78, St. Luke's Road. Tel. 8914/2. Vauxhall dealers.

GUILDFORD (Surrey).—E. J. Baker & Co. (Dorking), Ltd., 180, High Street. Tel. Guildford 3341. Dealers.

HILLINGDON.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave. Tel. Uxbridge 8588/9. Vauxhall retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., 21, High Street. Tel. 2048. Vauxhall area dealers.

IPSWICH (Suffolk).—Egertons (Ipswich), Ltd., Crown Street. Tel. Ipswich 55063 (6 lines). Vauxhall distributors.

IPSWICH (Suffolk).—McNamara Motors, Ltd., St. Helens Street. Tel. 2775/6 & 3566. Vauxhall dealers.

KINGSTON-UPON-THAMES.—Kingston Hill Motor Works, Ltd., Kingston Hill. Tel. Kingston 3116. Vauxhall distributors.

LEATHERHEAD.—Sandford's (Leatherhead), Ltd., Woodbridge Corner. Tel. Leatherhead 3035. Vauxhall area dealers.

LONDON, W.1.—Shaw & Kilburn, Ltd., 4-6, Berkeley Square. Tel. Grosvenor 4328.

LONDON, W.3.—Shaw & Kilburn, Ltd., Western Avenue. Tel. Acorn 4641.

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., Edgware Road, The Hyde, Colindale 7171. Vauxhall main agents.

LONDON, N.1.—Spurling Motor Bodies, Ltd., 2-18, Rutland Street. Tel. Shoreditch 5907. Vauxhall main agents.

LONDON, N.3.—H. Pope & Sons, Ltd., 39-45, Ballards Lane. Finchley 0113/6. Vauxhall main dealers.

LONDON, N.9.—Grove Garage & Motors, 293-7, Fore Street, Edm. 4162/6050. Vauxhall retail dealers.

LONDON, N.12.—Walter Mortlock, 912-920, High Road, North Finchley. Tel. Hillside 0890. Vauxhall retail dealers.

LONDON, S.W.15.—Dixon's Garages, 134, West Hill. Putney, Tel. Putney 0396 & 8575. Vauxhall dealers.

OLDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Terling House, 80, Clapham Rd. Reliance 4211. Main dealers.

NEWBURY.—Wheeler's (Newbury), Ltd., The Broadway. Tel. 1020/1. Vauxhall area dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

VAUXHALL—Continued

NORTHWOOD (Middx).—Colliver-Fisher at Northwood, Ltd. Tel. Northwood 777. Vauxhall retail dealers.

PUTNEY (London, S.W.15).—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

ROYSTON (Herts).—Logsdon's Garage, Ltd., Melbourne Street. Tel. 2281/2. Vauxhall dealers.

SAFFRON WALDEN—Raynham & Co., Ltd., The Motor House, Tel. 2334 (2 lines). Vauxhall dealers.

SOUTH WOODFORD, E.18.—Harvey Hudson & Co., Ltd., High Road. Tel. Wanstead 0056. Main dealers.

STOURBRIDGE—North Worcestershire Garages (Stourbridge), Ltd., Oldwinford. Tel. Stourbridge 5242/3. Vauxhall main dealers.

SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Cornard Road. Tel. Sudbury 2201. Vauxhall dealers.

TUNBRIDGE WELLS (Kent).—E. J. Baker & Co. (Dorking), Ltd., 28-30, St. John's Rd., Tunbridge Wells 20212. Dealers.

UXBRIDGE.—Gregory's of Uxbridge, Ltd., 53, High Street. Phone Uxbridge 6432. Vauxhall main dealers.

WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Road, Waltham Cross 4201, 2760. Main dealers.

WEYBRIDGE—Wood's Garages, Ltd., High Street. Tel. Weybridge 217. Vauxhall area dealers.

WIMBORNE (Dorset).—Wimborne Motors, Station Terrace. Tel. 534. Vauxhall retail dealers.

WINCHESTER.—Winchester Motor Co., Ltd., St. Cross Road. Tel. Winchester 3231. Vauxhall area dealers.

WORTHING (Sussex).—E. & D. Stenton, Ltd., Hasletts Garage, Western Place. Worthing 1603 & 7914. Retail dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar. Tel. 2368. Vauxhall distributors.

VOLKSWAGEN

AYLESBURY.—Keltch Garages, Ltd., Bicester Road. Tel. Aylesbury 459. Volkswagen distributors.

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. Midland 4577/8/9. Volkswagen distributors.

BOURNEMOUTH.—Modern Light Cars (B'mouth), Ltd. (Successors to A. A. Mauleverer, Ltd.), 318-380, Holdenhurst Rd., Boscombe 33304. Main agents.

BRIGHTON.—Preswich (Hove), Ltd., 26-28, St. John's Rd., Hove, 8. Phone Hove 34037/8. Volkswagen distributors.

BRISTOL, 8.—Coventry & Jeffs, Ltd., No. 2 Depot, Lansdown Garage, Clifton Rd., Bristol 35241. Distributors.

CAMBORNE (Cornwall).—Simpson's Motors, The Square, Tel. Camborne 3201 & 2273.

CARDIFF.—J. B. (Treharris), Ltd., 119, City Road. Tel. 20311/2. Volkswagen distributors.

CHESTER.—Godfrey Houghton, Ltd., 38, City Road. Tel. 24818. Volkswagen main dealers.

CROWBOROUGH.—V.F.M. Motors, Ltd., Croft Road. Phone 3388. Volkswagen area dealers.

CROYDON.—H. Harmer Car Sales, Ltd., 444-8, Brighton Rd., South Croydon. Uplands 8629. Area dealers.

FOLKESTONE.—C. L. & H. L. Blundell, Ltd., Christ Church Rd. and Bouvierie Rd. Tel. 2726 & 3669. Authorised dealers.

ILFORD (Essex).—Loford Garage, Ilford Lane. Tel. Ilford 3155. Volkswagen main agents.

IPSWICH (Suffolk).—McNamara Motors, Ltd., St. Helens Street. Tel. 2775/6 & 3366. Volkswagen distributors.

LEICESTER.—Bridge Motor Works (Leicester), Ltd., Abbey Lane. Tel. 61978. Volkswagen distributors.

LONDON, W.11.—Benmotors, 1, Clarendon Road, Holland Park. Park 5066/7. Main dealers W.2, 6-9-12.

LONDON, N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St. Tel. Euston 5558/9. Volkswagen distributors.

LONDON, S.W.1.—V.W. Motors, Ltd., Sole Concessionaires Gt. Britain & Northern Ireland, Byron House, 7-9, St. James's St., Whitehall 9501.

LONDON, S.W.7.—V. & F. Monaco Motors, The Volkswagen Specialists, 6 Astwood Mews, Courtfield Rd., Frenham 4414. Agents.

LONDON, S.W.9.—Pride & Clarke, Ltd., 158, Stockwell Road. Tel. Brixton 6251. Volkswagen distributors.

NEWTON ABBOT.—Seymour Horwell Garage, Courtenay Street. Tel. 545, 1885. Volkswagen main agents.

VOLKSWAGEN—Continued

OXFORD.—Humphris (Oxford), Ltd., 59, St. Clements. Tel. Oxford 2719. Volkswagen agents.

PENBURY (Kent).—Woodgate Motors, Ltd., Hastings Road. Tel. Penbury 130. Volkswagen sub-dealers.

PLYMOUTH.—Vesper's Motor House (Plymouth), Ltd., Willow Plot, Russell Street, Plymouth 61388. Volkswagen main agents.

READING.—Royal Berks Motor Co., 35-43, Thorn Street. Tel. Reading 4659. Volkswagen distributors.

RIPLEY (Surrey).—Colborne Garage, Ltd., Tel. 2361. Volkswagen distributors for Surrey, Kent & E. Berks.

TAPLOW (Bucks).—Maidenhead Autos, Ltd., Bath Road. Tel. Maidenhead 444. Volkswagen main dealers.

TORQUAY.—Lisburne Garage, Babbacombe Road. Tel. Torquay 7041/2. Volkswagen distributors.

SHEPPERTON (Middx).—Shepperton Garage, Station Approach. Tel. Walton 2411. Volkswagen area dealers.

SIDCUP (Kent).—O. Sheppard & Son, Ltd., 15, Rectory Lane. Tel. Footscray 2132. Volkswagen distributors.

SOUTHAMPTON.—Modern Light Cars, Ltd., 110-112, Lodge Road. Tel. 22828. Distributors (Hants, Dorset, part Wilts).

STAINES.—Davies Motors, Ltd., 273, London Road. Tel. Staines 4211-5. Volkswagen distributors.

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Volkswagen distributors.

WITNEY (Oxon).—Taphouse's Garages, Corn Street. Tel. Witney 189. Volkswagen main dealers.

WORTHING (Sussex).—West Sussex Motor Co., 58/62, Portland Road. Worthing 272. Volkswagen main agents.

WOLSELEY

ASHFORD (Middx).—Herc Garage & Engineering Co., Ltd., Kingston Road, Ashford 2084 & 3908. Dealers.

BATLEY (Yorks).—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Road West. Tel. 1273 (3 lines). Retail dealers.

BEDFORD.—George Langley, Ltd., Morris House, Bromham Road. Tel. 66221. Wolseley distributors.

BRADFORD (Yorks).—Eric S. Myers, Ltd., "No Worries" Depots, Manningham Lane, Bradford 25591 (4 lines). Main dealers.

CHELSEA, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Square. Tel. Slo. 4727. Wolseley retail dealers.

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Road. Tel. Christchurch 1681. Wolseley retail dealers.

CORRY (Northants).—Stockwood Motors, Ltd., Rockingham Road. Tel. Corby 3243. Wolseley retail dealers.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage. Tel. Crawley 453. Wolseley main dealers.

CROYDON.—C. W. J. Coles (Croydon), Ltd., 18, Blunt Road. Tel. Croydon 0074/75. Wolseley retail dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Road. Tel. Croydon 6004. Wolseley retail dealers.

DAGENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Road South. Tel. Rainham 623, 5771. Stocking dealers.

DENHAM.—Denham Service Station, Ltd. Tel. 2266. Wolseley agents.

DORKING.—Dorking Motor Co., Ltd., Reigate Road. Tel. Dorking 2256 (3 lines). Wolseley main dealers.

DOVER.—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave. & 1, Folkestone Rd. Tel. 129 & 41. Main agents.

EDINBURGH, 4.—J. M. Sloan & Co., Ltd., Belford Road. Tel. Cal. 4664. Wolseley distributors.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Road. Tel. Howard 1631. Wolseley dealers.

ESHER.—E.F.S. Motors, Ltd., Kingston By-Pass Road. Tel. Emberbrook 3000. Wolseley retail dealers.

GUILDFORD.—Coombes & Sons (Guildford), Ltd., Portsmouth Road. Tel. Guildford 62907. Wolseley agents.

HADDERSFIELD.—Lockwood Motor Garage Co., Lockwood Road. Tel. 7744/5. Wolseley retail dealers.

IPSWICH (Suffolk).—Egertons (Ipswich), Ltd., Crown Street. Tel. Ipswich 55083 (6 lines). Wolseley distributors.

WOLSELEY—Continued

LONDON, W.1.—R. Hardy & Son, 50, Marylebone High Street. Welbeck 1101/2/3. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Alderman Street. Tel. Grosvenor 5551. Wolseley retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit Street. Regent 0424 (6 lines). Retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland Street. Tel. Gerrard 9010. Wolseley retail dealers.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Tel. 0365. Retail dealers.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Road. Tel. Paddington 1820. Wolseley retail dealers.

LONDON, N.W.3.—Blue Star Garages, The Tower, 617, Finchley Road. Tel. Hampstead 2254. Wolseley retail dealers.

LONDON, N.8.—Lynne Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401. Main dealers.

LONDON, E.6.—Traynor Motors, Ltd., 133-5, High St. South. E. Ham. Grangewood 2530 & 5834. Retail dealers.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Road. Tel. Brixton 2067/8/9. Wolseley retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., S.E.26. Forest Hill 9551/2, 2432. Retail dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Road. Tel. Kensington 1410. Wolseley retail dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Road. Tel. Frenamite 9401/3. Wolseley retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Kensington 2477/8. Retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Road. Tel. Frenamite 3333. Wolseley retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Road. Balham 6666. Wolseley stock dealers.

LOWESTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peter's Street. Tel. Lowestoft 683/4. Retail dealers.

NEWCASTLE-U-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Newcastle 67521/2. Retail dealers.

NORTHWOOD (Middx).—Colliver-Fisher at Northwood, Ltd. Tel. Northwood 777. Wolseley retail dealers.

ORPINGTON (Kent).—Burton & Deakin, Ltd. Tel. 27622 (3 lines).—Wolseley agents.

PUTNEY (London S.W.15).—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill," Tel. Sonning 2345. Wolseley retail dealers.

ROCHDALE.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Wolseley retail dealers.

ROYSTON (Herts).—Logsdon's Garage, Ltd., Melbourne Street. Tel. 2281/2. Wolseley retail dealers.

SIDCUP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Road. Tel. Footscray 3066. Wolseley retail dealers.

SLOUGH (Bucks).—Hartwell's Motors (Slough), Ltd., Bath Road. Tel. Burnham 400.

SLOUGH (Bucks).—Wilcox (Slough), Ltd., Morris House, Chandos Street. Tel. Slough 24181/2. Wolseley retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Road. Tel. Smethwick 1158/9. Wolseley retail dealers.

SOLIHULL, nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

SOUTH WOODFORD, E.18.—W. Jacobs & Son, Ltd., Mill Garage, Chigwell Rd. Wanstead 7783/4/5. Retail dealers.

STAINES BRIDGE (Middx).—Dobsons ("Staines"), Ltd., Tel. Staines 801. Wolseley area dealers.

STRETFORD.—Frank Lewis, Ltd., Market St. Garage. Tel. Lon 2090. Wolseley retail dealers.

TOLWORTH (Surrey).—Blue Star Garages, The Broadway. Tel. Elmbridge 0048. Wolseley retail dealers.

TUNBRIDGE WELLS.—Stevenson's Motors, Ltd., London Road. Tel. Tunbridge Wells 1425. Wolseley distributors.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Tel. Wentworth 3154. Wolseley retail dealers.

CARAVAN SECTION

ALPERSON

FALMOUTH.—Golden Bank Caravan Sites & Sales, Swanpool. Tel. Falmouth 103. Alpersion agents.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, E'ree Herts. Tel. E'ree 1364/5. Alpersion distributors.

LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford L Street. Tel. Langham 5606/7. Alpersion distributors.

LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hamersmith Bridge Road. Tel. Riverside 3141. Alpersion distributors.

OXFORD.—Summertown Caravans, 265, Banbury Road. Tel. Oxford 59262. Alpersion agents.

NORTH WALES.—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Alpersion agents.

NORWICH.—Norwich Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 25641. Alpersion agents.

ST. ALBANS (Herts).—St. Albans Caravan Centre, Ltd., Frogmore, Park Street. Park Street 2291/2. Distributors.

ALPERSON—Continued

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Road. Tel. Maidenhead 3434. Alpersion distributors.

BAILEY

SOLIHULL, nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Bailey distributors.

BERKELEY

BUSHEY, Watford.—Southend Caravan Distributors (Bushey) Ltd., School Lane. Bushey Heath 1086. Berkeley main agents.

COULSDON (Surrey).—Francis Huntington Caravans, Ltd., Main Brighton Road. Tel. Uplands 5901. Berkeley distributors.

HURST GREEN (Sussex).—Covell's Caravans, Tel. Hurst Green 260. Berkeley agents.

BERKELEY—Continued

ILFORD.—Connaught Cruiser Caravans, Ltd., 325-331, High Road. Tel. Tr'd 6701. Berkeley dealers.

LONDON.—London Caravan Co. Ltd., Barnet By-Pass, E'ree Herts. Tel. E'ree 1364/5. Berkeley main agents.

MAIDENHEAD.—Dumb Bell Caravans, Ltd., Bath Road. Tel. Taplow 7. Maidenhead 3690. Berkeley agents.

NORTH WALES.—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Berkeley agents.

SOLIHULL, nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

ST. ALBANS (Herts).—St. Albans Caravan Centre, Ltd., Frogmore, Park Street. Tel. Park Street 2291/2. Agents.

DESSACAR

BUSHEY (Watford).—Southern Caravan Distributors (Bushey), Ltd., School Lane. Bushey Heath 1086. Dessacar distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

BESSACAR—Continued

MAIDENHEAD—Dumb Bell Caravans, Ltd., Bath Road, Taplow. Tel. Maidenhead 3680. Bessacar distributors.

BEVERLEY

CHEADLE (Cheshire)—Montrose Caravan Distributors, Ltd., Stockport Road. Tel. Gat. 4207/8/9. Beverley distributors.

HANDWORTH (Ches)—Montrose Caravan Distributors, Ltd., Wilmslow Road. Tel. Wil. 4333. Beverley distributors.

WOODFORD GREEN (Essex)—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Beverley dealers.

BLUEBIRD

BOGNOR REGIS (Sussex)—Cophthorne Caravans, Cophthorne Site Rose Green Road. Tel. Pagham 408. Main agents.

COULSDON (Surrey)—Francis Huntingdon Caravans, Ltd., Main Brighton Road. Tel. Uplands 5901. Bluebird distributors.

GLASGOW—Western Caravan Service, 2527, Paisley Road West. Tel. Halfway 1681. Ibrox 2410. Main agents.

HURST GREEN (Sussex)—Covell's Caravans. Tel. Hurst Green 260. Bluebird agents.

ILFORD—Connaught Cruiser Caravans, Ltd., 325-331, High Road. Tel. Ilford 2701. Bluebird distributors.

LEICESTER—The County Garage & Motor Works (Leicester), Ltd., Aylestone Road. Tel. 20247/8. Bluebird distributors.

LONDON, W.1—A. S. Jenkinson, Ltd., 80, Oxford Street. Tel. Langham 5606/7. Bluebird distributors.

LONDON, W.6—A. S. Jenkinson, Ltd., 37-39, Ham-mersmith Bridge Road. Tel. Riverside 3141. Bluebird distributors.

MAIDENHEAD—Dumb Bell Caravans, Ltd., Bath Road, Taplow. Tel. Maidenhead 3680. Bluebird agents.

NORTH WALES—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Bluebird agents.

NORWICH—Norwich Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 26641. Bluebird distributors.

SOLIHULL nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

ST. ALBANS (Herts)—St. Albans Caravan Centre, Ltd., Frogmore, Park Street. Park Street 2291/2. Agents.

TAPLOW (Bucks)—A. S. Jenkinson, Ltd., Bath Road. Tel. Maidenhead 3434. Bluebird distributors.

WOODFORD GREEN (Essex)—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Bluebird dealers.

BURLINGHAM

GARSTANG, nr. Preston—Burlingham Caravans, Garstang By-Pass, Lancs. Tel. Garstang 145. Burlingham manufacturers.

CAMPMASTER

NORWICH—Norwich Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 26641. Campmaster agents.

SOLIHULL nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

CARLIGHT

LEEDS, 7.—Brown & White (Leeds), Ltd., Roundhay Road. Tel. 43405. Carlight distributors.

LONDON—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1364/5. Carlight distributors.

CHELTHAM

BRISTOL, 1.—Woolley Bros. (Bristol), Ltd., 61, St. George's Road, College Green. Tel. 25228. Cheltenham distributors.

LONDON—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1364 & 1365. Cheltenham distributors.

SOLIHULL nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

CORONET

NORTH WALES—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Coronet distributors.

COUNTRYLIFE

ROMSEY—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. Romsey 3165/6/7. Countrylife main dealers.

COVENTRY STEEL

CHEADLE (Cheshire)—Montrose Caravan Distributors, Ltd., Stockport Road. Tel. Gat. 4207/8/9. Coventry Steel distributors.

HANDWORTH (Ches)—Montrose Caravan Distributors, Ltd., Wilmslow Road. Tel. Wil. 4333. Coventry Steel distributors.

MANCHESTER—Montrose Caravan Distributors, Ltd., Tonan Street. Tel. Dea. 8027. Coventry Steel distributors.

DOVEDALE

NORWICH—Norwich Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 26641. Dovedale distributors.

ECCELS

ABERSOCH (Caerns)—The Warren Caravan Site, Abersoch. Tel. Abersoch 154 & Heswall 3665. Area dealers.

BRISTOL, 1.—Woolley Bros. (Bristol), Ltd., 61, St. George's Road, College Green. Tel. 25228. Eccles distributors.

CHEADLE (Cheshire)—Montrose Caravan Distributors, Ltd., Stockport Road. Tel. Gat. 4207/8/9. Eccles distributors.

CHESTER (Ches)—Crabtree Caravans, Ltd., Oakmere, Northwich. Tel. Sandiway 2107. Eccles main agents.

GARSTANG, nr. Preston—Burlingham Caravans, Garstang By-Pass (Lancs). Tel. Garstang 145. Eccles main agents.

ECCELS—Continued

GLASGOW—Broomhill Motor Co., Ltd., 106, Clarence Drive. Tel. Western 2107. Eccles retail dealers.

GLASGOW—Western Caravan Service, 2527, Paisley Road West. Tel. Halfway 1681. Ibrox 2410. Eccles agents.

HANDFORTH (Ches)—Montrose Caravan Distributors, Ltd., Wilmslow Road. Tel. Wil. 4333. Eccles distributors.

ILFRACOMBE (Devon)—Mullacott Eng. Co., Ltd., Hullacott Cross Caravan Site. Tel. Ilfracombe 212. Eccles dealers.

LONDON, W.1—A. S. Jenkinson, Ltd., 80, Oxford Street. Tel. Langham 5606/7. Eccles distributors.

LONDON, W.6—A. S. Jenkinson, Ltd., 37-39, Ham-mersmith Bridge Road. Tel. Riverside 3141. Eccles distributors.

LONDON—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1364 & 1365. Eccles distributors.

NORTH WALES—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Eccles agents.

OXFORD—Summertown Caravans, 285, Banbury Road. Tel. Oxford 59262. Eccles agents.

PEMBROKESHIRE—Matthew Baker, Dinas-Cross. Tel. Dinas-Cross 20. Eccles main agents.

SOLIHULL nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

TAPLOW (Bucks)—A. S. Jenkinson, Ltd., Bath Road. Tel. Maidenhead 3434. Eccles distributors.

ENSOR

WOODFORD GREEN (Essex)—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Ensor distributors.

FAIRHOLME

ABERSOCH (Caerns)—The Warren Caravan Site, Abersoch. Tel. Abersoch 154 & Heswall 3665. Area dealers.

BRISTOL, 1.—Woolley Bros. (Bristol), Ltd., 61, St. George's Road, College Green. Tel. 25228. Fairholme distributors.

GARSTANG, nr. Preston—Burlingham Caravans, Garstang By-Pass (Lancs). Tel. Garstang 145. Fairholme main agents.

NORWICH Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 26641. Fairholme agent.

OXFORD—Summertown Caravans, 285, Banbury Road. Tel. Oxford 59262. Fairholme agents.

FAIRVIEW

CHEADLE (Cheshire)—Montrose Caravan Distributors, Ltd., Stockport Road. Tel. Gat. 4207/8/9. Fairview distributors.

MANCHESTER—Montrose Caravan Distributors, Ltd., Tonan Street. Tel. Dea. 8027. Fairview distributors.

ROMFORD (Essex)—Fairview Caravans, Bryant Avenue, Gallens Corner. Tel. Ingrebourne 5600. Manufacturers.

GLIDER

LONDON, W.1—A. S. Jenkinson, Ltd., 80, Oxford Street. Tel. Langham 5606/7. Glider distributors.

LONDON, W.6—A. S. Jenkinson, Ltd., 37-39, Ham-mersmith Bridge Road. Tel. Riverside 3141. Glider distributors.

SOLIHULL nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

TAPLOW (Bucks)—A. S. Jenkinson, Ltd., Bath Road. Tel. Maidenhead 3434. Glider distributors.

WOODFORD GREEN (Essex)—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Glider distributors.

GROSVENOR

LONDON, S.W.3—Westminster Carriage Co., Ltd., 49, Old Church St., Chelsea. Fla. 6782 & 7554. Retail dealers.

JUBILEE

NORTH WALES—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Jubilee agents.

SOLIHULL nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

WOODFORD GREEN (Essex)—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Jubilee dealers.

KELSTON

CHESTER (Ches)—Crabtree Caravans, Ltd., Oakmere, Northwich. Tel. Sandiway 2107. Kelston distributors.

LONDON, W.1—A. S. Jenkinson, Ltd., 80, Oxford Street. Tel. Langham 5606/7. Kelston distributors.

LONDON, W.6—A. S. Jenkinson, Ltd., 37-39, Ham-mersmith Bridge Road. Tel. Riverside 3141. Kelston distributors.

TAPLOW (Bucks)—A. S. Jenkinson, Ltd., Bath Road. Tel. Maidenhead 3434. Kelston distributors.

KINGFISHER

SOLIHULL nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

LANDOVER

LEICESTER—The County Garage & Motor Works (Leicester), Ltd., Aylestone Road. Tel. 20247/8. Landover distributors.

ST. ALBANS, Herts.—St. Albans Caravan Centre, Ltd., Frogmore, Park Street. Park Street 2291/2. Agents.

LYNDHURST

BUSHEY (Wattford)—Southern Caravan Distributors (Bushey), Ltd., School Lane. Bushey Heath 1086. Lyndhurst distributors.

NORTH WALES—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Lyndhurst agents.

LYNTON

CHESTER (Ches)—Crabtree Caravans, Ltd., Oakmere, Northwich. Tel. Sandiway 2107. Lynton distributors.

LYNTON—Continued

NORWICH—Norwich Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 26641. Lynton agents.

MARSTON

BUSHEY, Watford—Southern Caravan Distributors (Bushey), Ltd., School Lane. Bushey Heath 1086. Marston main agents.

HURST GREEN (Sussex)—Covell's Caravans. Tel. Hurst Green 260. Marston agents.

LEICESTER—The County Garage & Motor Works (Leicester), Ltd., Aylestone Road. Tel. 20247/8. Marston distributors.

LONDON—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1364 & 1365. Marston main agents.

NORWICH—Norwich Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 26641. Marston distributors.

WOODFORD GREEN (Essex)—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Marston distributors.

NORMANDIE

ILFORD—Connaught Cruiser Caravans, Ltd., 325-331, High Road. Tel. Ilford 2701. Normandie dealers.

NORTH WALES—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Normandie distributors.

NORWICH—Norwich Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 26641. Normandie distributors.

ST. ALBANS (Herts)—St. Albans Caravan Centre, Ltd., Frogmore, Park Street. Park Street 2291/2. Agents.

PALADIN

ABERSOCH (Caerns)—The Warren Caravan Site, Abersoch. Tel. Abersoch 154 & Heswall 3665. Area dealers.

COULSDON (Surrey)—Francis Huntingdon Caravans, Ltd., Main Brighton Road. Tel. Uplands 5901. Paladin distributors.

GARSTANG, nr. Preston—Burlingham Caravans, Garstang By-Pass (Lancs). Tel. Garstang 145. Paladin main agents.

HURST GREEN (Sussex)—Covell's Caravans. Tel. Hurst Green 260. Paladin agents.

ILFORD—Connaught Cruiser Caravans, Ltd., 325-331, High Road. Tel. Ilford 2701. Paladin distributors.

LONDON, W.1—A. S. Jenkinson, Ltd., 80, Oxford Street. Tel. Langham 5606/7. Paladin distributors.

LONDON, W.6—A. S. Jenkinson, Ltd., 37-39, Ham-mersmith Bridge Road. Tel. Riverside 3141. Paladin distributors.

LONDON—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1364 & 1365. Paladin distributors.

MAIDENHEAD—Dumb Bell Caravans, Ltd., Bath Road, Taplow. Tel. Maidenhead 3680. Paladin agents.

NORTH WALES—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Paladin agents.

NORWICH—Norwich Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 26641. Paladin distributors.

PEMBROKESHIRE—Matthew Baker, Dinas-Cross. Tel. Dinas-Cross 20. Paladin main agents.

ROMSEY—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. Romsey 3185/6/7. Paladin main dealers.

SOLIHULL nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003, Meriden 292 & 312, Coventry 60337. Area dealers.

ST. ALBANS (Herts)—St. Albans Caravan Centre, Ltd., Frogmore, Park Street. Park Street 2291/2. Agents.

TAPLOW (Bucks)—A. S. Jenkinson, Ltd., Bath Road. Tel. Maidenhead 3434. Paladin distributors.

WOODFORD GREEN (Essex)—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Paladin dealers.

PEMBERTON

CHESTER (Ches)—Crabtree Caravans, Ltd., Oakmere, Northwich. Tel. Sandiway 2107. Pemberton distributors.

NORWICH—Norwich Caravans Distributors & Rentals, Thorn Lane, Ber Street. Tel. Norwich 26641. Pemberton distributors.

PENARTH

MAIDENHEAD—Dumb Bell Caravans, Ltd., Bath Road, Taplow. Tel. Maidenhead 3680. Penarth distributors.

NORTH WALES—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Penarth distributors.

PILOT

WOODFORD GREEN (Essex)—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Pilot main dealers.

PREMIER

HURST GREEN (Sussex)—Covell's Caravans. Tel. Hurst Green 260. Premier agents.

RAVEN

LONDON, W.1—A. S. Jenkinson, Ltd., 80, Oxford Street. Tel. Langham 5606/7. Raven distributors.

LONDON, W.6—A. S. Jenkinson, Ltd., 37-39, Ham-mersmith Bridge Road. Tel. Riverside 3141. Raven distributors.

TAPLOW (Bucks)—A. S. Jenkinson, Ltd., Bath Road. Tel. Maidenhead 3434. Raven distributors.

ROBIN

CHEADLE (Cheshire)—Montrose Caravan Distributors, Ltd., Stockport Road. Tel. Gat. 4207/8/9. Robin distributors.

GREAT HARWOOD, nr. Blackburn—Montrose Caravan Distributors, Ltd., Harwood Bar. Tel. 3336. Robin distributors.

ROLLALONG

LONDON, W.1—A. S. Jenkinson, Ltd., 80, Oxford Street. Tel. Langham 5606/7. Rollalong distributors.

LONDON, W.6—A. S. Jenkinson, Ltd., 37-39, Ham-mersmith Bridge Rd. Tel. Riverside 3141. Rollalong distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

ROLLALONG—Continued

LONDON—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1364 & 1165. Rollalong distributors.

SOLIHULL, nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry, Solihull 4408 & 4003. Meriden 292 & 312, Coventry 60337. Area dealers.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Rollalong distributors.

SAFARI

CHEADLE (Cheshire).—Montrose Caravan Distributors, Ltd., Stockport Road. Tel. Gat. 4207/8/9. Safari distributors.

GLASGOW.—Broomhill Motor Co., Ltd., 106, Clarence Drive, Tel. Western 2107. Safari distributors.

MAIDENHEAD.—Dumb Bell Caravans, Ltd., Bath Rd., Taplow. Tel. Maidenhead 3680. Safari distributors.

SOLIHULL, nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry, Solihull 4408 & 4003. Meriden 292 & 312, Coventry 60337. Area dealers.

SIDDALL

BRISTOL, 1.—Woolley Bros. (Bristol), Ltd., 61, St. George's Road College Green. Tel. 25228. Siddall distributors.

LONDON—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1364 & 1165. Siddall distributors.

SUN-REAGENT

SOLIHULL, nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry, Solihull 4408 & 4003. Meriden 292 & 312, Coventry 60337. Area dealers.

THOMSON

GARSTANG, nr. Preston.—Burlingham Caravans, Garstang-by-Pass, Lancs. Tel. Garstang 145. Thomson main agents.

LEICESTER.—The County Garage & Motor Works (Leicester), Ltd., Aylestone Road. Tel. 20247/8. Thomson distributors.

THOMSON—Continued

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Road. Tel. Wanstead 2302. Thomson distributors.

TRAVELMASTER

LEICESTER.—The County Garage & Motor Works (Leicester), Ltd., Aylestone Road. Tel. 20247/8. Travelmaster distributors.

NORTH WALES.—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Travelmaster agents.

OXFORD.—Summertown Caravans, 285, Banbury Road. Tel. Oxford 59262. Travelmaster agents.

ST. ALBANS (Herts).—St. Albans Caravan Centre, Ltd., Frogmore, Park Street. Tel. 2291/2. Distributors.

WESSEX

CHEADLE (Cheshire).—Montrose Caravan Distributors, Ltd., Stockport Road. Tel. Gat. 4207/8/9. Wessex distributors.

MANCHESTER.—Montrose Caravan Distributors, Ltd., Tonman Street. Tel. Des. 8027. Wessex distributors.

WILLERBY

ABERSOCH (Caerns).—The Warren Caravan Site, Abersoch. Tel. Abersoch 154 & Heswall 5665. Area dealers.

CHEADLE (Cheshire).—Montrose Caravan Distributors, Ltd., Stockport Road. Tel. Gat. 4207/8/9. Willerby distributors.

COULSDON (Surrey).—Francis Huntingdon Caravans, Ltd., Main Brighton Road. Tel. Uplands 5901. Willerby distributors.

GARSTANG, nr. Preston.—Burlingham Caravans, Garstang-by-Pass, Lancs. Tel. Garstang 145. Willerby main agents.

GLASGOW.—Broomhill Motor Co., Ltd., 106, Clarence Drive, Tel. Western 2107. Willerby distributors.

GREAT HARWOOD, nr. Blackburn.—Montrose Caravan Distributors, Ltd., Harwood Bar. Tel. 3336. Willerby distributors.

HANDFORTH (Chas).—Montrose Caravan Distributors, Ltd., Wilmislow Road. Tel. Wil. 4333. Willerby distributors.

WILLERBY—Continued

LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford St. Tel. Langham 5606/7. Willerby distributors.

LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hamersmith Bridge Rd. Tel. Riverside 3141. Willerby distributors.

LONDON—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1364 & 1165. Willerby main agents.

MANCHESTER.—Montrose Caravan Distributors, Ltd., Tonman Street. Tel. Des. 8027. Willerby distributors.

NORTH WALES.—Lloyd's Caravans, Tanlan Hall, Talacre. Tel. Mostyn 224. Willerby agents.

NORWICH.—Norwich Caravans Distributors & Rentals, Thorn Lane Ber St. Tel. Norwich 26841. Willerby agents.

OXFORD.—Summertown Caravans, 285, Banbury Road. Tel. Oxford 59262. Willerby agents.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Willerby distributors.

WINCHESTER

WINCHESTER.—Bertram Hutchings Caravans, Ltd., 124, Stockbridge Road. Tel. 2593. Winchester manufacturers.

WINSOME

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Road. Tel. Ilford 2701. Winsome dealers.

CARAVAN EQUIPMENT

STOCKPORT (Cheshire).—Vere Bedding Co., Ltd., Brinkway Bank Mill, Bennett Street. Tel. Stockport 5704.

MISCELLANEOUS

PAINTON.—The "Woodcliff" Caravan Agency, Waterside Hotel Annex, Three Beeches, Tel. 59494. Agents for all makes.

RICE TRAILERS

COVENTRY.—Sam Robbins, Ltd., The Austin Depot, Cox Street. Tel. 63242/3.

COMMERCIAL VEHICLE SECTION

AUSTIN

ABERDEEN.—Aberdeen Motors, Ltd., 12, Union Row. Tel. Aberdeen 29155 (4 lines). Austin distributors.

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Altrincham 2662/63. Austin retail dealers.

BIRMINGHAM, 12.—Oliver U. Tallett, Ltd., 361-5, Moseley Road. Tel. Calthorpe 1131/2. Austin retail dealers.

BIRMINGHAM, 31.—Tessall Garage, Ltd., Bristol Rd. South. Tel. Pri. 1014 & 3852. Austin agents.

BLANDFORD FORUM.—Flander's Garage, Whitecliff Mill Street. Tel. Blandford 57. Austin main dealers.

CAMBRIDGE.—Marshall's (Cambridge), Ltd., Austin House, Jesus Lane. Tel. Cambridge 4215/6/7. Austin main dealers.

CAMBRIDGE.—Marshall's (Cambridge), Ltd., Airport Garage, Newmarket Rd. Tel. Cambridge 56291. Austin main dealers.

COVENTRY.—Sam Robbins, Ltd., The Austin Depot, Cox Street. Tel. 63242/3. Austin main dealers.

CRUDDASDALE.—L. F. Dove, Ltd., 111-115, Addiscombe Road. Tel. Add. 3066/7/8/9. Austin distributors.

ESOM (Surrey).—H. F. Edwards & Co., Ltd., 28-32, Upper High St. Tel. 9400. Retail dealers.

EXETER.—P. Pike & Co., Ltd., Aliphington Street. Tel. 58241. Austin distributors.

FOLKESTONE (Kent).—Folkestone Motor Co., Ltd., 137, Sandgate Road. Tel. Folkestone 51751. Austin main dealers.

GRIMSBY.—Grimsby Motors, Ltd., Eleanor Street. Tel. 56161/2/3. Austin distributors.

HAMEL HEMPELSTADT.—Snoxall's Garage, Ltd., London Rd. Tel. Boxmoor 155 & 154. Austin commercial main agents.

LONDON, W.1.—S. Morris & Co., 40, Conduit Street. Regent 0424 (6 lines). Retail dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Road, Chiswick. Chiswick 0911. Retail dealers.

LONDON, S.E.12.—Clifton's Service Station, Ltd., 59, Sidcup Road, Lee. Tel. Eltham 3801. Main dealers.

LONDON, S.W.2.—Frynn & Stevens, Ltd., 57, Acre Lane. Tel. Brixton 1155. Austin distributors.

LONDON, S.W.16.—Frynn & Stevens, Ltd., 14, Leigh Hall Parade. Tel. Streatham 7362. Austin distributors.

MOTHERWELL.—Taggart's (Motherwell) Ltd., 11, Knowlton. Tel. Motherwell 1305/4/5. Austin distributors.

PETERBOROUGH.—Marshall's (Cambridge), Ltd., Austin House, 63, Bridge St. Tel. 4641/2/3. Austin main dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Road. Tel. Smethwick 1138/9. Retail dealers.

SWINDON (Wilts).—Steels (Swindon), Ltd., Drove St. Rd. Tel. Swindon 4035 (2 lines). Austin distributors.

WALLINGTON (Surrey).—Kirkway, Ltd., 166, Stafford Road, Tel. Wall. 2000/1. Austin distributors.

WELLDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Road. Tel. Harrow 3432/3. Austin commercial retail dealers.

BEDFORD

BISHOP'S STORTFORD.—Franklin's Garage, Ltd., Stansted Road. Tel. 363 & 1392. Bedford area dealers.

BRIDGWATER.—Real, Medland & Wills, Ltd., Monmouth Street. Tel. Bridgwater 2639. Bedford area dealers.

BRIDLINGTON.—The East Riding Motor Co., Ltd., B. Alexandra Garage. Tel. Bridlington 3414. Bedford area dealers.

BEDFORD—Continued

COLCHESTER (Essex).—Spurling Motors, Ltd., North Hill. Tel. Colchester 3924. Bedford main agents.

CORBY (Northants).—Stockwood Motors, Ltd., Rockingham Road. Tel. Corby 3243. Bedford area dealers.

ENFIELD (Middlesex).—Arlington Motor Co., Ltd., High Road, Ponders End. Tel. Howard 1266. Main dealers.

KINGSTON UPON THAMES.—Kingston Hill Motor Works, Ltd., Kingston Hill. Tel. Kingston 3116. Bedford distributors.

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., Edgware Road, The Hyde. Colindale 7171. Bedford main agents.

LONDON, N.1.—Spurling Motor Bodies, Ltd., 2-18, Rushton Street. Tel. Shoreditch 5907. Bedford main agents.

LONDON, N.3.—H. Pope & Sons, Ltd., 39-43, Bal-lards Lane. Finchley 0115/6. Bedford main agents.

LONDON, S.W.9.—Keith & Boyle (Ldn), Ltd., Terminal House, 80, Clapham Rd. Reliance 4211. Main dealers.

BRADFORD

BATLEY (Yorks).—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Road West. Tel. 1273 (3 lines). Retail dealers.

COMMER

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High Street. Tel. Barnet 0832 & 0910. Main dealers.

BASINGSTOKE (Hants).—Wheeler & Ayland, Ltd., Reading Road. Tel. Basingstoke 386. Commer main dealers.

BRENTFORD (Middx).—Leonard Williams (Distribution), Ltd., Packard Buildings, Gt. West Road. Ealing 3400. Official retailers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20031. Commer distributors.

BROMLEY COMMON (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Road, Hurstway 1262. Main dealers.

COVENTRY.—Martin's Garage, London Road. Tel. Toll Bar 3169.

ERITH.—North End Motors, Ltd., North End Road. Tel. 3000 (5 lines). Commer main agents.

GLASGOW, S.E.—James B. Robinson, 400, Gallowgate. Tel. Bridgeton 3868. Commer retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., Gifford Road. Tel. 24081 (3 lines). Commer distributors.

HAVERFORDWEST.—James Parry, County Motors, Ltd., 122, Commer retail dealers.

ISLEWORTH (Middx).—B. N. White-Spinner, Ltd., 640-652, London Rd. Hounslow 2552, 2554 & 2151. Main dealers.

LEEDS, 2.—Cox & Co. (Leeds), Ltd., Regent Street. Tel. Leeds 31914 (6 lines). Distributors.

LEICESTER.—The County Garage & Motor Works (Leicester), Ltd., Aylestone Road. Tel. 20247/8. Retail dealers.

LONDON, W.3.—Metropolitan Motors, 192-6, Horn Lane, Acton. Tel. Acton 5064 (4 lines). Commer dealers.

LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Tel. Mai. 8082, 4801/2/3. Retail dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 5885. Commer main dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Road. Tel. Fremantle 3533. Commer retail dealers.

LONDON, S.W.12.—The Nightingale Engineering Co., Ltd., Western Lane, Nightingale Lane. Battersea 2193. Authorised dealers.

COMMER—Continued

ROMFORD (Essex).—Romford Commercial Cars, 20-28, London Road. Tel. Romford 5844. Commer main dealers.

ROMSEY.—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. Romsey 3185/6/7. Commer main dealers.

STOURBRIDGE.—Lyetts Garage, Ltd., St. Johns Road. Tel. Stourbridge 5284/5. Commer dealers.

SWANSEA.—Oscar Chess, Ltd., Gloucester Place & King Edward Rd. Swansea 832 & 56013. Distributors.

TORQUAY.—Fore Street Garages, Ltd., 33-34, Fore Street. Tel. Tor. 2361 (4 lines). Commer distributors.

WINDSOR.—Martins of Windsor, 103, St. Leonards Road. Tel. Windsor 349. Commer main dealers.

FORD

ABERDEEN.—Cordiners Garage, Ltd., Menzies Road. Tel. 28991/2. Ford main dealers.

AIRDRIE.—Jas. A. Laidlaw (Airdrie), Ltd., South Biggar Road. Tel. Airdrie 2484/5. Ford main dealers.

BANBURY (Oxon).—Youngs Service Garage, Warwick Road. Tel. Banbury 2103. Ford main dealers.

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol Street. Midland 5861/5 or 3903/6. Ford distributors.

BIRMINGHAM, 12.—Oliver U. Tallett, Ltd., 361-5, Moseley Road. Tel. Calthorpe 1131/2. Ford retail dealers.

BURNEMOUTH.—F. English, Ltd., 48, Poole Hill. Tel. 5850. Ford main dealers.

BROMLEY (Kent).—Soans & Dunn, Ltd., Masons Hill. Tel. Ravensbourne 4664. Ford main dealers.

LEEDS.—Tate of Leeds, Ltd., New York Road. Tel. 5181. Ford main dealers.

LICHFIELD (Staffs).—Major Motors Ltd., "Apex," Birmingham Road. Tel. Lichfield 3243/4. Ford main dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit Street. Regent 0424 (6 lines). Retail dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Chiswick 0911. Retail dealers.

LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Tel. Mai. 8082 & 4801/2/3. Retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Haresden. Tel. Elgar 6256/7/8. Agents.

LONDON, S.W.6.—London Counties Motor Mart, 79-91, New Kings Road. Tel. Renown 1183. Ford agents.

LONDON, S.W.19.—Bainshaw, Ltd., Hartfield Road, Wimbledon. Tel. Liberty 4611. Ford commercial main dealers.

NEWTON ABBOT.—Mid-Devon Garage, Ltd., 39, Wainborough Street. Tel. 1702/3/4. Ford main dealers.

NOTTINGHAM.—Hooley's Garage, Ltd., Derby Road. Tel. 42503. Ford commercial vehicle retail dealers.

READING.—Gowling's, Ltd., 6-8, London Road. Tel. 2073. Ford main dealers.

READING.—Cyril Sheppard, "Sheppards Hill," Tel. Reading 2345. Ford retail dealers.

ROMSEY.—B. A. Rolfe & Sons, Ltd., motor engineers. Tel. Romsey 3185/6/7. Ford main dealers.

SAFFRON WALDEN.—Cleaves, Ltd., 10, King Street. Tel. 3203/4. Ford main dealers.

SAXMUNDHAM.—F. Wightman & Son, Bigsby Corner. Tel. Saxmundham 67. Ford retail dealers.

SOUTHAMPTON.—Percy Hendy, Ltd., Vincents Walk, Pound Tree Rd. Tel. 23112. Ford main dealers.

WOODFORD (London, E.18).—Frank G. Gates, Ltd., Gates Corner, Wanstead 6633. Ford main dealers.

WORTHING.—H. D. Steele & Son, Ltd., Railway Approach. Tel. Worthing 2527. Ford retail dealers.

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BRECON—Harold Fiston & Sons, Ltd., Modern Garage. Tel. Brecon 349/350 & 199. Fordson main dealers.

GUILDFORD—Combs Service Station (Guildford). Ltd., By-pass Road. Tel. 62962. Ford main dealers.

LEEDS, 2—Tate of Leeds, Ltd., New York Road. Tel. 31291. Fordson main dealers.

LICHFIELD (Staffs.)—Major Motors, Ltd., "Apex," Birmingham Road. Tel. Lichfield 3243/4. Fordson main dealers.

LONDON, S.W.7—Brew Brothers, Ltd., 133, Old Birmingham Road. Tel. Lichfield 3243/4. Ford retail dealers.

READING—Gowring's, Ltd., 6-8, London Road. Tel. 2073. Fordson main dealers.

SAPFORD WALDEN—Cleaves, Ltd., 10, King Street. Tel. 3203/4. Fordson main dealers.

SOUTHAMPTON—Percy Hendy, Ltd., Vincents Walk, Found Tree Rd. Tel. 25112. Fordson main dealers.

WINCHESTER—Hyde Abbey Motor Works, Ltd., Hyde Street. Tel. 4961. Fordson main dealers.

GUY

IPSWICH (Suffolk)—McNamara Motors, Ltd., St. Helens Street. Tel. 2775/6 & 3566. Guy distributors.

KARRIER

BRISTOL, 1—The Cathedral Garage, Ltd., College Green. Tel. 20031. Karrier distributors.

ROMFORD (Essex)—Romford Commercial Cars, 20-28, London Road. Tel. Romford 5844. Karrier main dealers.

SWANSEA—Oscar Chess, Ltd., Gloucester Place & King Edward Rd. Swansea 832 & 56013. Distributors.

MORRIS-COMMERCIAL

ACTON, W.3—Stewart & Arden, Ltd., Morris House, The Vale. Shepherds Bush 3130. Distributors.

BATLEY (Yorks)—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Road West. Tel. 1273 (3 lines). Retail dealers.

CATFORD, S.E.6—Stewart & Arden, Ltd., Morris House, 200, Bromley Road. Hither Green 4482. Distributors.

CROYDON (Surrey)—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004. Morris-Commercial retail dealers.

CROYDON—Stewart & Arden, Ltd., Morris House, Bensham Lane, Broad Green. Thornton Heath 1152. Distributors.

DARTFORD (Kent)—John C. Beadle, Ltd., Spital Street. Tel. 3067 (4 lines). Morris-Commercial distributors.

GOLDERS GREEN, N.W.11—Stewart & Arden, Ltd., Morris House, Finchley Road. Speedwell 9711/2. Distributors.

ILFORD (Essex)—Stewart & Arden, Ltd., Morris House, 545, High Road. Ilford 2225. Distributors.

LONDON, W.1—Stewart & Arden, Ltd., Morris House, Berkeley Square. Mayfair 7680. Distributors.

NEWPORT (Mon)—Gwent Motors, Ltd., 86-88, Commercial St. Tel. 66917/8. Morris-Commercial distributors.

MORRIS-COMMERCIAL—Continued

NORTH HARROW—Stewart & Arden, Ltd., Morris House, Canterbury Rd., Pinner Rd. Pinner 2200. Distributors.

SLOUGH (Bucks)—Hartwell's Motors (Slough), Ltd., Bath Rd. Tel. Burnham 400.

SMETHWICK—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1158/9. Retail dealers.

SOUTH TOTTENHAM, N.15—Stewart & Arden, Ltd., Morris House, High Road. Stamford Hill 1254. Distributors.

STAINES—Stewart & Arden, Ltd., Morris House, 37, London Road. Staines 4117. Distributors.

ST. AUUSTELL (Cornwall)—J. A. Johns & Son, Ltd., Ranelagh Garage. Tel. 109. Morris-Commercial agents.

SUTTON—Stewart & Arden, Ltd., Morris House, 32, Brighton Road. Viggant 7686. Distributors.

MORRIS

ALTRINCHAM—Arden & Bull, Ltd., Old Market Place. Tel. Altrincham 2662/63. Morris retail dealers.

ASHFORD (Middle)—Herts Garage & Engineering Co., Ltd., Kingston Road. Ashford 2084 & 3906. Dealers.

BANSTEAD—Prospect Garage (Banstead), Ltd., Brighton Road. Tel. Burgh Heath 2202/3. Morris retail dealers.

BATLEY (Yorks)—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Road West. Tel. 1273 (3 lines). Retail dealers.

DORKING—Dorking Motor Co., Ltd., Reigate Road. Tel. Dorking 2256 (3 lines). Morris retail dealers.

LONDON, W.1—S. Morris & Co., 40, Conduit Street. Regent 0424 (6 lines). Retail dealers.

NEWCASTLE-U-LYME (Staffs)—Henry Farr & Son, Ltd., Brunswick St. Newcastle 67321/2. Retail dealers.

READING—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. Morris retail dealers.

SOLIHULL, nr. B'ham.—A. J. Bayliss & Son, Ltd., Meriden & Coventry. Solihull 4408 & 4003. Meriden 292 & 312. Coventry 60337. Area dealers.

YORK—Micklegate Motor Co., Ltd., Micklegate Bar. Tel. 2588. Morris retail dealers.

PERKINS DIESEL

BROMLEY COMMON (Kent)—Tudor Auto Services, Ltd., Tudor Garage, Hastings Rd. Hurstway 1262. Perkins Diesel agents.

RELIANT

CHESTER—Dee Motor Co., Ltd., 62-66, Boughton. Tel. 22342/3. Reliant main agents.

RENAULT

EPSOM (Surrey)—Wilsons Automobile & Coach Works, Ltd., 1, Dorking Rd. Tel. Epsom 3901. Renault dealers.

SEDDON DIESEL

AYLESBURY—Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 259. Seddon Diesel distributors.

STANDARD

BEDFORD—The Bedford Car Mart, 92-94, Amphil Road. Tel. Bedford 5225. Standard main agents.

LEICESTER—H. A. Brockett & Co., Ltd., 64-66, Granby St. Tel. 60241/2. Standard distributors.

LEICESTER—The County Garage & Motor Works (Leicester), Ltd., Ayestons Rd. Tel. 20247/8. Retail dealers.

STANDARD—Continued

LONDON, W.1—Berkeley Square House Garage, Ltd., Berkeley Sq. Tel. Grosvenor 4543. Standard agents.

NEWMARKET—Golding's Garage, Park Lane. Tel. Newmarket 2474. Standard main agents.

NORTHAMPTON—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. 3591 (3 lines). Standard distributors.

THAMES

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol St. Midland 5861/5 or 5903/6. Thames distributors.

GILBURY (Essex)—Daneholes Garage & Eng., Ltd., Tilbury-Southend Arterial Rd. Tilbury 455. Main dealers.

LONDON, S.W.17.—F. H. Peacock, Ltd., 219-221, Balham High Rd. Balham 4401. Main dealers.

OKHAM (Rutland)—Victor Wood, 60, High St. Tel. Oakham 46. Thames retail dealers.

READING—Gowring's, Ltd., 6-8, London Rd. Tel. 2073. Thames main dealers.

SOUTHAMPTON—Percy Hendy, Ltd., Vincents Walk, Found Tree Rd. Tel. 25112. Thames main dealers.

YEOVIL—Douglas Seaton, Ltd., Westminster Street. Tel. Yeovil 4131. Thames distributors.

TROJAN

BLACKPOOL—Loxhams Garages (Blackpool), Ltd., White Gate Drive. Tel. Marton 754. Trojan distributors.

CHESTER—Dee Motor Co., Ltd., 62-66, Boughton. Tel. 22342/3. Trojan main agents.

IPSWICH (Suffolk)—McNamara Motors, Ltd., St. Helens Street. Tel. 2775/6 & 3566. Trojan distributors.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Road. Tel. Fromantle 3533. Trojan retail dealers.

VOLKSWAGEN

AYLESBURY—Keith Garages, Ltd., Bicester Road. Tel. Aylesbury 259. Volkswagen distributors.

BOURNMOUTH—Modern Light Cars (Bournemouth), Ltd. (Successors to A. A. Mauleverer, Ltd.), 318-320, Holdenhurst Rd. Boscombe 3304. Main agents.

CROYDON—H. Harmer Car Sales, Ltd., 444-8, Brighton Road, South Croydon. Uplands 8629. Area dealers.

FOLKESTONE—C. L. & H. L. Blundell, Ltd., Christchurch Rd. & Bouverie Rd. Tel. 2726, 3669. Authorized dealers.

ILFORD (Essex)—Loford Garage, Ilford Lane. Tel. Ilford 3155. Volkswagen main agents.

LONDON, W.11.—Benmotors, 1, Clarendon Rd., Holland Park. Park 5066/7. Main dealers. W.2, 6, 9-12.

PEMBURY (Kent)—Woodgate Motors, Ltd., Hastings Road. Tel. Pembury 130. Volkswagen commercial sub dealers.

READING—Royal Berks Motor Co., 35-43, Thorn Street. Tel. Reading 4639. Volkswagen distributors.

RIPLEY (Surrey)—Colborne Garage, Ltd., Tel. 2361. Volkswagen distributors for Surrey, Kent & E. Berks.

SOUTHAMPTON—Modern Light Cars, Ltd., 110-112, Lodge Rd. Tel. 2223. Distributors (Hants, Dorset, part Wilt).

WITNEY (Oxon)—Taphouse's Garages, Corn Street. Tel. Witney 189. Volkswagen main dealers.

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1500 all types, crown wheels and pinions and 3,000 axleshafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [10233/R]

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MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [10260/R]

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Sireatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [10323/R]

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TWIN carburetor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburetors for Austin A50, Minor ohv £17/10, Minor sv, Oxford, Ford 8 and 10, Renault 750, Standard 8, £26, Consul £30, stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071]

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PARTS AND ACCESSORIES, REPAIRERS, ETC.

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M.G. cylinder head, special head modified by M.G., comprising large valves, double springs, polished ports, 2 1/2, S.U. carb. giving 9.3:1 comp. ratio; 435 o.n.o.—Kelly Hatfield 3026, Herts. (1924)

SILVERTOP H.C. light-alloy cylinder heads, develop up to 25% more power and performance, with greater economy; fit one to obtain the best from premium fuel, for Morris 8 series I and II, Ford 8 and 10 (Spigot dynamos), 28/10, Ford 8 and 10 (Spigot dynamo), 43, Morris series 8, 49/10, Minor, Minx and Talbot (sv), 410/10; stamp list; performance figures.—Darrington, 159-162, Lamb Rd., Kingston 5621-2. (0026/R)

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CLARE'S MOTOR WORKS—Second-hand and reconditioned exchange stocks of dynamos, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacement—Clare's Motor Works, 265, Knights Hill, West Norwood, S.E.27. (0149/R)

ENGINES AND ACCESSORIES

EUSTACE WATKINS, Ltd., Chelsea Manor St., sole London distributors Wolseley cars; exchange engines stocked for all models; any make of engine reconditioned. (0278/R)

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IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines; exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and connecting rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. (0006/R)

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JACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers, still overhaul your engine; supply replacement for certain series.—Danvers St., Chelsea, S.W.3. Fla. 2223. (M1082/R)

AUSTIN 7 reconditioned engines, 3 bearing 454; 2 bearing 431/10; engines forwarded against returnable deposit; trade supplied.

B. & H. MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 231-2. (M102/R)

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames—Wolseley reconditioned factory exchange units, series II and III—Kingston 3348. (0467/R)

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SEVERAL Ford 8, 10hp cylinder blocks, some crankshafts; also 1935-7 12hp Humber, Renault, Singer; 1935 Singer 9, 11, 1936 Morris 10.—Richard, 56, Clayhall Ave., Ilford. (0274/R)

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EXCHANGE engine service to the trade; Austin Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale—Capital Garage and Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester 14, Tel. Moss Side 3466/7. (0274/R)

G Ford 8-10, 219/10; Morris 8, Standard 8, Austin 8, 225/10; Hillman 10, Austin 10, Vauxhall 10 and 12/4, 227/10; Austin A40, 430; Ford V.8 22, 30, 32, 440; Vauxhall Velox, 442/10.—G. Ruther & Co., Ltd., Eastern Ave., Romford 2552. (0056/R)

GARAGE EQUIPMENT

AIR compressors; Hydraulic 2-stage 2 1/2 cu ft 800lbs, 45/17/6, delivery 3/6; tanks from 2 1/2/6, and other accessories.

TEDDINGTON ENGINEERING CO., Ltd., Dept. M, 29-31, High St., Teddington, Middx. Kingston 1193. (0369/R)

FLOOR scrapers, flexible, detachable blades, wire brooms; squeegees.—B.D. Co., Green Acre, Englefield Green, Surrey. (0767/R)

H HARDY LTD. trolley jacks, all makes and sizes, High Leigh, Knutsford, Lymm 417. (7457)

MINIATURE air compressors as supplied to car and cycle manufacturers, now available to general public, complete with airline and pressure gauge, suitable for cellulose spraying.—Alverton Eng. Co., Ltd., Copthall House, London, E.C.2. (0963)

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PRESELECTOR (self change) gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Riley, etc., cars; 48-hour reconditioning exchange services.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. (0121/R)

STERLING nuts supplied for all types of cars, steering boxes reconditioned.—Wilham, 18, Balham Hill, S.W.12. Battersea 3280/3769. (0744/R)

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RECONDITIONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied; trade discounts.—Ken Spares & Motor Engineers, 5-7, Pembroke Mews, London, W.11. Bayswater 0377, 8314. (4198)

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CAR heater, comfort and safety assured by fitting Delaney Gally heater, suitable all makes.—Particulars from Delaney Gally, Ltd., Edgware Rd., Cricklewood, N.W.2. Tel. Gladstone 2201. (0699/R)

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HOODS, SCREENS, CELLULOSE, ETC.

FREEMAN hoods, re-covers, upholstery, carpets, side screens, tonneau covers specialists.—Freeman 1054, Park Rd., N.7, Solihull Rd., Acton, W.3. Acton 2134. (0075/R)

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SPECIALISTS in hoods, sidecreens, roofs, headlinings, carpets, seating, loose covers, etc.; supplier of all trimming materials.—Knights of North St., Carshalton, Sat. 6 p.m. Wallington 6567. (1891)

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WARDS MOTOR STORES, 125, Leasowes Rd., Wallasey Tel. 4151. [0151/R]

RAYMOND WAY for Bond spares of all types: free advice to all Bond Mimic enthusiasts. 10, Bond Rd., Raymond, Canterbury Rd., Kilburn, N.W.6. R. Maiba Vale 6044. Connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0404/R]

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SINGER.—Gordon Cars (London), Ltd., the London Singer Distributors for all spares.—St. Albans Lane, Golders Green, N.11. Speedwell 4701. [0606/R]

HARLINGTON SPARES & ENGINE SERVICE, 239, St. James Rd., Hounslow, Middx. Tel. Hounslow 8668. [0404/R]

LARGE stock of new and second-hand spares; also reconditioned engines on exchange basis. RENAULTS spares, all models.—Welham, Renault Sales & Service, Surbiton Rd., Surbiton, Middlesex 1973. [M400/R]

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2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 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2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 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PARTS AND ACCESSORIES, REPAIRERS, ETC.

SHOCK ABSORBERS

THE London main distributors for "Rotoflo" and "Telaflo" shock absorbers in East and West areas are Messrs. Shock Absorber Service, Ltd., fitted by **AST** London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6468 and 6844.

WEST London Depot, 364, Oxbridge Rd., Shepherds Bush, W.12. Tel. Shepherds Bush 4251.

WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage for dampers to fit most cars.

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and non-standard cars; full discount to the trade. (0158/R)

ALL types: Exchanged, repaired, new, telescopic conversions.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. (M4100)

RECONDITIONED shock absorbers, exchange service, popular types 2/6 each; list free.—Young's, 20/32, Tooting Bec Rd., London, S.W.17. Balham 7791. (0427/R)

ALL types. Eastern Counties largest stockists Armstrong, Girling, Luvox, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich, Suffolk 7765-6. (4751)

RECONDITIONED guaranteed shock absorbers from 27/6 each; money-saving quotation by return. D. Wiseman, 21a, Ancaster Rd., Beckenham, Kent. Tel. Bec. 1409. (8997)

A changed "off the shelf"; all British, American and Continental types; six months' guarantee.—Baillie & Hurn, "The Girling People," 51-59, Hopehill Rd., Glasgow, N.W. Douglas 1762. (0997/R)

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. (0250/R)

SILENCERS

SERVAIS straight-through silencers and assemblies must improve the performance of all cars fitted by the leading manufacturers, immediate delivery of popular types.—Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 6789. (0654)

SPEEDOMETERS

RICHFIELD.

SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service; immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff; all repairs guaranteed.—See below.

SPEEDOMETER cables.—20,000 in stock, any make or type; state year, make and h.p.; all cables guaranteed.

THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 1933. (0070/R)

SPEEDOMETER SUPPLY CO., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 270. (0165/R)

PRIDE & CLARKE, Ltd.—All spares in stock, speedometer heads repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. Brixton 6251. (M3068/R)

AUTO TEMPO METER CO., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0633-4. (0346/R)

SPRINGS

LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. (0313/R)

DRIVE safer and faster with the Ridemaster, details from—Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14. Fulham 4211. (0930/R)

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7. —Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. (0251/R)

SUPERCHARGERS

ARNOTT low-pressure supercharger your car.

FOR instantaneous and rapid acceleration, standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroën, Fiat, Renault, etc.

ALSO Arnott high-pressure competition models.

CARBURETTORS Ltd., Grange Rd., N.W.10. Willesden 5501. (0177/R)

MARSHALL-Nordec low-pressure supercharger installations are guaranteed to increase performance by over 35%, giving acceleration and hill-climbing, installations for Ford, M.G., Morris Minor, Riley 1½-litre, Triumph Vanguard, etc., for home and export orders; prices from £65 complete with all fittings.—North Downs Engineering Co., Westway Caterham, Surrey. (0755/R)

TYRES AND TUBES

EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Camberwell Rd., S.E.5. Tel. Rodney 2131. And branches. (M3002/R)

TYRES—Tyres—Tyres.

MAKE the road safer; tyres are expensive; protect your own life and lives of others by having good tyres.

ELEVAND'S GARAGE, Felkistowe Rd., Ipswich. Tel. Ipswich 77328. (0565/R)

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every also and make, new, remould, etc.; please write or phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). (0150/R)

COACHCRAFT, Elm Rd., Evesham. Tel. 6539, for

FIRST grade guaranteed heavy duty new Goodyear rubber remould tyres; compare the value!

550 500x16, £2/6/6; 525x16, £2/13/4; 550x16, £2/17/2; 575x16, £3/1/6; 600x16, £3/5/3; 550x17, £3/0/5; 600x17, £4; other sizes pro rata; carriage by first passenger train, 4/- extra per tyre.

SATISFACTION assured or money refunded under maker's full guarantee; many unsolicited testimonials; thousands sold and exported all over the world; save by purchasing direct.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. (M1053)

VETERAN beaded-edge tyres, new or used.—Weinham 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. (M4070/R)

PRIDE & CLARKE, Ltd.—Tyre bargains; all sizes, easy terms; quotations by return; state sizes required.—Stockwell Rd., S.W.9. Brixton 6251. (M3068/R)

TYRES AND TUBES

SHARMAN'S TYRE SERVICE for guaranteed deep tread and makers' remoulds.

5.90—13, 65/6; 6.40—13, 71/6; 5.00—14, 53/-; 5.25—15, 57/-; 5.50—15, 66/-; 5.75—15, 70/9; 6.00—15, 72/-; 5.90—15, 65/6; 7.00—15, 97/6; 4.50—4.75—16, 53/6; 5.25—16, 62/6; 5.50—16, 67/6; 5.75—16, 72/-; 6.00—16, 77/6; 6.50—16, 92/9; 6.70—16, 99/9; 7.00—16, 100/-; 7.50—16, 110/-; 5.25—5.50—17, 71/6; 6.00—17, 95/6; 7.00—17, 105/-; 6.00—6.50—18, 102/6; 7.00—18, 106/6; 6.00—6.50—19, 105/9; 4.50—4.75—21, 70/-; 165/400, 75/3; 185/400, 77/9.

CARRIAGE by first passenger train 4/6 per tyre

Extra, all offered subject to prior sales.

SHARMAN'S, Lanark Rd., Malda Vale, London, W.9.

Cunningham 7321-2. Please write or phone for prices of other sizes.

TYRES, used and remoulds (no casings required), all sizes, every vehicle, wired or beaded; also tubes.

—Caston Rd., Eastville, Bristol, 0887/R

BULL'S—A tyre for every job; new and remoulds, free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 175, Shaftesbury Ave., W.C.2. Tel. Rem. 1747. (0774/R)

TYRES—New, slightly used and rebuilt in all car, lorry, trucking and tractor sizes; write stating your size and receive per return of post our quotation, post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires Goswellro, Norwest, London, 0087/R

5000 guaranteed remould tyres: 500x19, 61/6; 500x18, 60/6; 500x16, 55/3; 500x17, 59/3; 550x16, 67/3; 550x18, 73/3; 600x16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch, carriage forward; satisfaction guaranteed or money refunded.—W. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. (0224/R)

Tyres Wanted

PLEASE send us your sound covers fit for remoulding; these sizes urgently required 450-17, 18, 19; 500-16, 17, 18, 19, 20; 525-16, 17, 18, 19, 20, 21; 550-16, 17, 18, 19, 20, 21, 22; each cash, cashed within 24 hours of approval; please label plainly; Sharmans Tyre Service, Lanark Rd., Malda Vale, London, W.9. Cunningham 7321-2. (0800/R)

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. (0680/R)

MOST types of easy clean and wire wheels in stock, 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires Goswellro, Norwest, London, 0087/R

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.

Cook, 582, Stapleford Rd., Eastville, Bristol, 0887/R

CLARE'S MOTOR WORKS—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service; 260, Knight's Hill, Westwood S.E.27. Gipsy Hill 0132. (0628/R)

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7.—40/- W.D. wheels repaired, converted, repolished, re-enameled, Easy Clean wheels repaired, returned.—56a, High St., Wimbledon. (0638/R)

6000 car wheels second-hand, all types and years in stock; quotations by return; cash or cheque, guaranteed or cash refunded.—W. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. (0222/R)

WINDSCREENS, WIPERS, ETC.

AUSTIN 1, 1932-34, £4/5; Ford 8/9, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. (0258/R)

BRITISH STEEL FRAME CO., Ltd., 205, Cambridge Heath Rd., E.2. Manufacturers' repairs and special windscreen Ford, Austin 7, fixed and sliding windows for utilities.—Bishongate 9611-3. (0908/R)

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(See also page 180)

GODDARD & SMITH.

PROFESSIONAL advisers and valuers to the motor industry.

FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

GODDARD & SMITH, 22, King St., St. James's, W.1. Wbl. 2721 (20 lines). (0290/R)

ANTHONY D. LEWIS & Co.

IN S.W. London suburb.—Ideal for car hire operators; freehold lock-up garages with total covered space of approximately 11,000 sq ft; private road entrance; permanent income from flats with vacant possession of 1, good workshops, equipment and breakdown van; R.A.C. listed; price £20,000 freehold; (B/719).

SUSSEX, main coastal road.—Well-known market town, est. over 50 years; main road frontage over 200ft; showroom, dual carriageway to pump island site, workshops, large car park; new detached brick-built bungalow; second bungalow; all mains; excellent net profits; price freehold complete with all equipment £11,500 s.a.v.; (B/809).

ANTHONY D. LEWIS & Co., 95, High St., Essex 5577-8-9. (M2071)

PETER LONG & PARTNERS.

AGENTS and Valuers to the Motor Trade, Lion House, Richmond, Surrey, Richmond 965-6.

FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

FREEHOLD site ready immediate development, 30 miles from London, 120ft frontage; most attractive period house, in excellent repair, 5 rooms, bath, entrance hall, etc.; licence for 6 pumps, also catering licence; potential 75,000 galls. p.a.; substantial mortgage arranged; including property £5,750. File 5116.

FILLING station, main road position, Essex, near Chelmsford; first-class premises; 1/0 £300 petrol sales 60,000 p.a.; closed all week-end; immense scope for considerable increase; approximately £4,000 mortgage; £6,500 s.a.v. freehold. File 5039.

TRUNK road, filling station, near Nottingham; most attractive modern freehold property with 3 acres ground; 1/0 £3,000 p.a.; 760 sq ft cafe area; £2,000 equipment; hot and cold water; 200 galls. p.a.; substantial mortgage with potential of some 200,000 galls.; freehold £12,500 s.a.v. File 5103. (142078)

GARAGE: Leamington, £4,750; Cheltenham, £5,250; Banbury, Oxford, £7,250.—Leyborne Park, Kew.

BUSINESS AND PROPERTY

A. H. LANSLEY, 52-53, Friar St., Reading (Tel. 4632).—Business transfer specialists and valuers since 1880.

GARAGE filling station, Dorset seaside town, 52,000 gal. p.a., 6 lock-ups, ultra modern house, freehold.—Box 8495.

SURVEY, freehold garage business, house, lock-up, 13,000 sq ft site, scope for development; for sale as going concern.—Write 139, Croydon Rd., Caterham, Surrey. (142)

MESSERS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a Ship St., Brighton, 1 (Tel. 23284), offer the following:—

SUFFOLK.—Main road garage, filling station and car sales business, site area 1½ acres, petrol sales 1,100 galls. p.w., excellent detached house, also semi-detached house, freehold and goodwill £10,250.

STAFFS.—Garage and filling station, prominently situated on A.34, extensive workshops, petrol sales 2,000 galls. p.w.; price £12,750; s.a.v.

A.I.—Splendidly situated filling station and garage with throughput of over 300,000 galls., petrol and diesel, good living accommodation, etc.; price all-at £22,000.

FURTHER particulars of above and other garages available from Gladding Son & Wing, as above. (M2021a)

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hammerhead 3614. (0646/R)

FREEHOLD garage premises in residential area, 35 miles from London, well-equipped workshops, car ages, etc., 3 pumps; good living accommodation; all main services; audited accounts; turnover exceeds £12,000 p.a.; price £1,850; Box 8623. (11330)

ALDRIDGE for motor businesses, garages and filling stations. All specialist services in sales, purchases and valuations in Home and Southern Counties.—Enquiries are invited to Estate Department, William Rd., N.W.1. Eus. 2352/2745/4515. (M1004)

OPPORTUNITY offered practical man with limited capital to purchase small country town business; neglected but capable of rapid expansion under energetic owner; cash £290; no living accommodation; immediate application advised.—Box 8577. (1207)

PETROL filling station/garage, few miles Reading; mod. det. premis, 2 workshops, office, lovely flat; 5 rms., bath, central heating, fire, forecourt, 3 electric; net £1,200 p.a.; 40,000 galls., entirely single-handed; £10,000 freehold.—Call Lansley, 53, Friar St., Reading. (Tel. 4632). (1409)

BUSINESS AND PROPERTY

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, stating requirements, to: Mr. J. H. Church, 14, Richmond, Surrey. Tel. Ric. 2351-2-3. (M1047)

PETROL filling station and cafe, mn. trunk rd., 21 miles from Berks town, 21 yrs. ren. £250; lock-up, cafe, car park, gdn.s. about acre; 2 electric; catering £5,000 p.a.; petrol potential 50,000 galls.; £4,250 (half rent); Call Lansley, 53, Friar St., Reading. Tel. 4632.

SCINTHORPE—Central premises for sale, comprising showroom, workshop, office, etc., with flat over; owner may consider letting to substantial tenant.—Apply Bell, Watson & Co., F.A.I., 162, High St., Scunthorpe, Lincs. Tel. 2171. (1139)

GARAGE, filling station, light engineering, mn. rd., outskirts, 1½ miles from Berks town; frontage 200ft; garage 75ft x 50ft; machine shop etc., 3 pumps, sites about 3; t/o £12,000 p.a.; no evenings or week-ends; owner retiring after 25 yrs.; £11,250 freehold.—Call Lansley, as abv.

MODERN garage, filling station with cafe and restaurant.—Main A.675 highway to coast, Preston, Lancs; petrol 70,000 galls. (without agency); turnover exceeds £22,000 p.a.; aud. acct.s.; main road frontage 70yds; attractive open forecourt with 6 pumps, covered canopy, neon lighted, car park; garage 50ft x 40ft; A.R.C. appt'd; detached modern freehold bungalow property, 3 rooms, dining, 3 bedrooms, modern bathroom and kitchen; cafe and restaurant seating 50; all main services and telephone; all modern garage and cafe equipment included; price asked, £14,000. (1359)

GARAGE with grocery business and modern detached bungalow, ideal country situation, E. Ridings, Yorks; turnover £12,500 p.a.; petrol 35,000 galls.; aud. acct.s.; frontage 66ft; all modern garage equipment, 2 modern electric pumps, 2 vehicles; freehold detached bungalow, garage and grocery business and equipment; £8,500. (1359)

FULL particulars with photographs of the above and similar garage businesses in this area.—Apply:—G. S. CLARKSON, A.A.I. Chartered Auctioneer and Estate Agent, 3, Central St., Tel. Halifax 63270.

Business & Property Wanted

GARAGES and filling stations in London, Home & Southern Counties well fitted with good petrol sales, required for numerous applicants.—Fairs, please to Aldridge Estate Department, William Rd., N.W.1. Eus. 2352.

COUNTRY garage & filling station with (W1004) accommodation, with minimum of 3 bedrooms. Hereford, Gloucester, Wilts, Somerset areas; approximately £8,000; outskirts of town considered; write giving details, etc.; private enquiry.—Box 8688. (1455)

BUSINESS & PROPERTY, SITUATIONS, BOOKS

Business & Property Wanted
NATIONALLY advertised used motor sales organization wish to rent showroom in the London area. Box 7476. [M2075]

GARAGE and filling station within 15 miles of Brighton, state pumps and galleys. Alfred Crane, 17, Vardian Gardens, Brighton, 6. [1593]

WANTED, garage, filling station on main road site with good petrol turnover and with accommodation, or suitable site, Yorks preferred by applicant. S. CLARKSON, A.A. Chartered Auctioneer and Estate Agent, 3, Cent. St. Tel. Halifax 60270. [1592]

FILLING station and garage with throughput of 100,000 galls. required for special applicant. £15,000-£20,000.—Details in confidence to Gladding, Son & Wing, 14a, Ship St., Brighton, 1. (W2021A)

GARAGE filling station required, petrol sales about 60,000 gallons per annum, north of London or London area, preferably West Sussex or Hants; this is not an agent's advertisement but a genuine enquiry. Box 5308. [M2011]

GARAGE and petrol filling station wanted for own occupation; anxious to find suitable place within next few weeks; limited to within 100 miles London and £10,000 cash; all replies answered confidentially. Box 8681. [W2078]

PETER LONG & PARTNERS.—Agents and valuers to the motor trade, Lion House, Richmond, Surrey. Tel. Richmond 5651/4, require immediately for genuine applicants, filling stations and garages throughout the United Kingdom; owners assured of confidential and private transactions.—Garage Sales Dept., M.I.M.E., A.M.I.E., Peter Long & Partners. [M2078]

SITUATIONS VACANT
The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of The Notification of Vacancies Order, 1952.

MOTOR mechanics, skilled, top rates for first-class men.—Wolfe Garage, Stone St., W.C.1. [1968]

SERVICE manager required, must have Ford experience; Ford main dealer.—Box 8636. [1454]

ASSISTANT storekeeper required by main Ford dealer.—Applications in confidence to Taylors (Gloucester), Ltd., Worcester St., Gloucester. [1590]

WANTED, driver-mechanic.—Apply K. D. M. & Cherrington, Ltd., 41/42, Hayes Mews, Berkeley Sq., W.1. [1541]

MANAGING clerk required by auto-engineers S.E. London, 35/45; state previous exp. and salary.—Box 8620. [1527]

EXPERIENCED Ford mechanic required, good wages, bonus and pension scheme.—Verulam Motor Co., Ltd., London Rd., St. Albans. [1592]

RECEPTIONIST—Clerk with Ford experience required by—Verulam Motor Co., Ltd., Main Ford Dealers, London Road, St. Albans. [1592]

TWO salesmen required by main Ford dealers; those with experience only need apply in writing to W. Harold Perry, Ltd., 617, London Rd., Westcliff-on-Sea, Essex. [1577]

ENERGETIC salesman-dealer: as assistant to sales director, excellent prospects.—Write full details to Sales Director, Brent Cross Garage, Hendon, Way, London, N.W.4. [M1068]

ROOTES Group main dealers have vacancies for car salesman, commercial vehicle salesman, assistant parts manager and stores control hand; first-class references essential; persons at present employed in similar or senior positions preferred.—Apply in writing only to Secretary, Phoenix Motor Co. (Surrey), Ltd., High St., Sutton, Surrey. [1425]

SITUATIONS VACANT

JUNIOR salesman, previous experience not necessary, good prospects for right man; Kingston area.—Write giving full details of experience, age and approximate earnings to Box 8630. [1535]

EXPERIENCED works manager for motor car panel and cellulose shop, living accommodation available.—Full details of experience and salary required to: Auto-Crash Co., 475/479, Portsmouth Rd., Southampton. [1578]

EXPERIENCED car salesman required, knowledge of current prices/publicity, able to organize and work on own initiative, progressive post leading to managerial position, highest references; West London.—Box 8558. [1578]

REQUIRED, designer draughtsman, experienced in internal combustion and compression, ignition engine and chassis design.—Write or phone for appointment, Creighton & Partners, Ltd., Minerva Rd., N.W.10. Elgar 8662/3. [1536]

PARTS departmental manager required, progressive appointment offered with good opportunities and remuneration, only first-class men should apply, to Managing Director, Ferrin's Motors, Ltd., Marsh Lane, Southampton. [1558]

ROOTES Group Distributors in Yorkshire require parts manager with extensive stores experience; permanent and progressive position with pension at retiring age.—Apply in writing in first instance to General Manager, Cawoods Garage, Ltd., Thorne Rd., Wheatley Hills, Doncaster. [1544]

PARTS manager.—Fully experienced parts manager required by Yorkshires Rootes Group Distributors; good prospects and working conditions with super-annuation.—Apply in writing in first instance to General Manager, Cawoods Garage, Ltd., Thorne Rd., Wheatley Hills, Doncaster. [1544]

A POSITION will arise during December for an electrical foreman to take charge of our Lucas electrical workshop, applicants must be capable of taking complete control, including reception and costing.—Write, stating age, experience and salary required, Lindsay Bros., Ltd., 925, High Rd., London, N.12. [1537]

STEWART & ARDERN, Ltd. require men for service department to deal with enquiries of a technical nature by telephone, applicants must be or be capable of commercial vehicle service representative.—Write, stating age, experience and salary required, to: Personnel Manager, Stewart & Arden, Ltd., Morris House, The Vale, Acton, W.3. [1540]

AN opportunity is available with an old-established London commercial vehicle distributor for a representative already established and calling upon commercial users in the London area; it is intended for this appointment to be on an agency basis, and previous commercial vehicle selling experience need not be a necessary qualification.—Apply in confidence, stating age and full details of past experience; Box 8641. [1545]

DESIGNER draughtsmen.—S. Smith & Sons (England), Ltd., are anxious to interview men for important and interesting work on new automobile instrumentation projects at their Cricklewood Works, N.W.2; this company is the manufacturer of the largest range of instruments in the world, and can only maintain this position through constantly being aware of, and capable of meeting, the changing demands of the customer; therefore, only men with sound experience and adaptable minds should answer this advertisement; the starting salary offered will be according to experience and up to £750 p.a.; welfare amenities include pension scheme, sick leave club, and canteen; also week and excellent working conditions.—Applications please to The Personnel Manager, quoting reference MAI/PLJ/64. [1542]

SITUATIONS VACANT

A.E.C., Ltd. require experienced designers and draughtsmen to fill vacancies in engineering department following extension to premises which is due for completion by the end of October; experience of the automobile industry preferred; good salary offered, permanent employment, 5-day week and pension scheme.—Applications in writing, giving age, experience and salary required, to Staff Records Office, Windmill Lane, Southall, Middlesex. [1529]

SERVICE manager required by Charles Clark & Son, Ltd., at the Gaol Square Garage, Stafford, applicants should have sound mechanical knowledge, be capable of estimating and be able to control staff; experience of Austin, Morris, Wolseley and Riley an advantage; this position, which is pensionable, offers excellent prospects to an experienced man possessing drive and initiative.—Write in confidence, giving full details of career to date and salary expected, to: The Managing Director, Gaol Square Garage, Stafford. [1539]

SITUATIONS WANTED

YOUNG accountant, 14 years' experience, including company, secretarial and taxation, good knowledge of motor trade, seeks change.—Box 8530. [1050]

WELSHMAN, 29, seeks sales position, Wales/West Country, 6 years' experience competitive selling and keen to enter motor trade.—Box 8576. [1206]

POSITION desired with motor manufacturer, would prefer technical post, vehicle tests or w.h.y.; experienced; Coventry area, consider elsewhere.—Box 8673. [1546]

GARAGE/SALES manager, 44, resident on Surrey/Sussex border, requires like position in these areas, sound mechanical knowledge, experience in p. and c. vehicle sales, excellent references.—Box 8640. [1546]

ASSISTANT service manager, A.M.I.M.I., 36, married. A public school, now with Nuffield distributors, seeks similar post, personal assistant, or other suitable appointment, South Coast or Home Counties preferred.—Box 8575. [1205]

AUTOMOBILE and agricultural engineer, M.I.B.A.E., fully trained, age 40, requires managerial appointment at home or overseas, preferably Ford distributor; extensive commercial experience with large firm abroad, accustomed to taking complete charge of sales, after sales service, and complete administration of company; ordering of vehicles, tractors, agricultural machinery, spares, tools and plant; available immediately.—Box 8661. [1546]

BOOKS, ETC.

22000 Instruction manuals, spares, lists, wiring, timing, lubrication charts, enquiries stamped envelope.—Final, 15, Nashleigh Hill, Chesham, Bucks. [7606]

SPORTS Car Bodywork, working drawings and instructions, 21/-; "Utility Bodywork" 35/-; "Retrimming a Car" 11/-; Craftsman Publications, 9, New Street Square, E.C.4. [1129]

HANDBOOKS: Austin, Ford, Hillman, Morris, Standard, Vauxhall, 5/6; Rover, Volkswagen, Wolseley, 8/6; Riley, Singer, 10/6; Chrysler, M.G., 15/6. Workshop manuals: Morris, Wolseley, 16/-; Jowett, 18/-; Austin, 27/6; M.G., Riley, 31/6; catalogue, ed. enquiries, stamp please—Gray, 4, Chantry-house, Hurslip, Surrey. [C2600]



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ON
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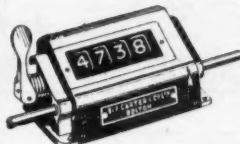
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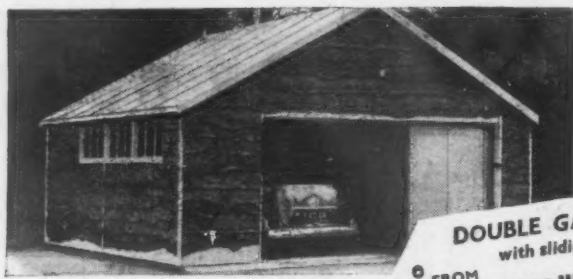


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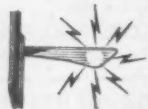
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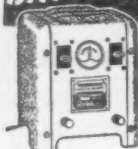
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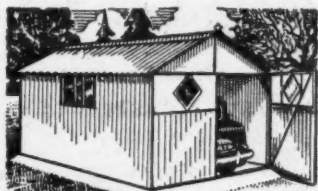
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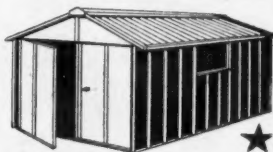
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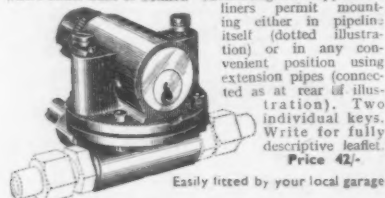
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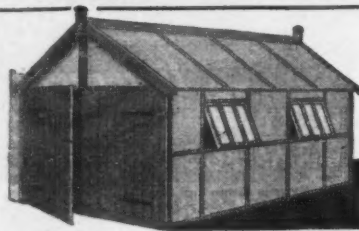


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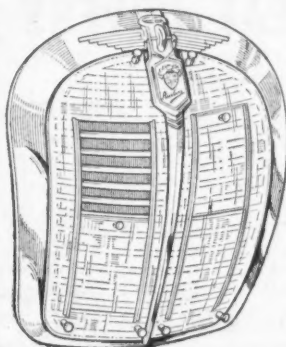
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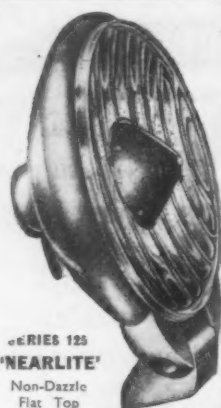
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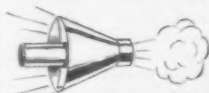
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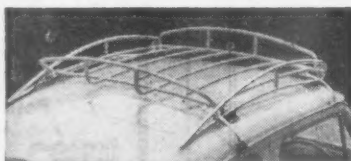
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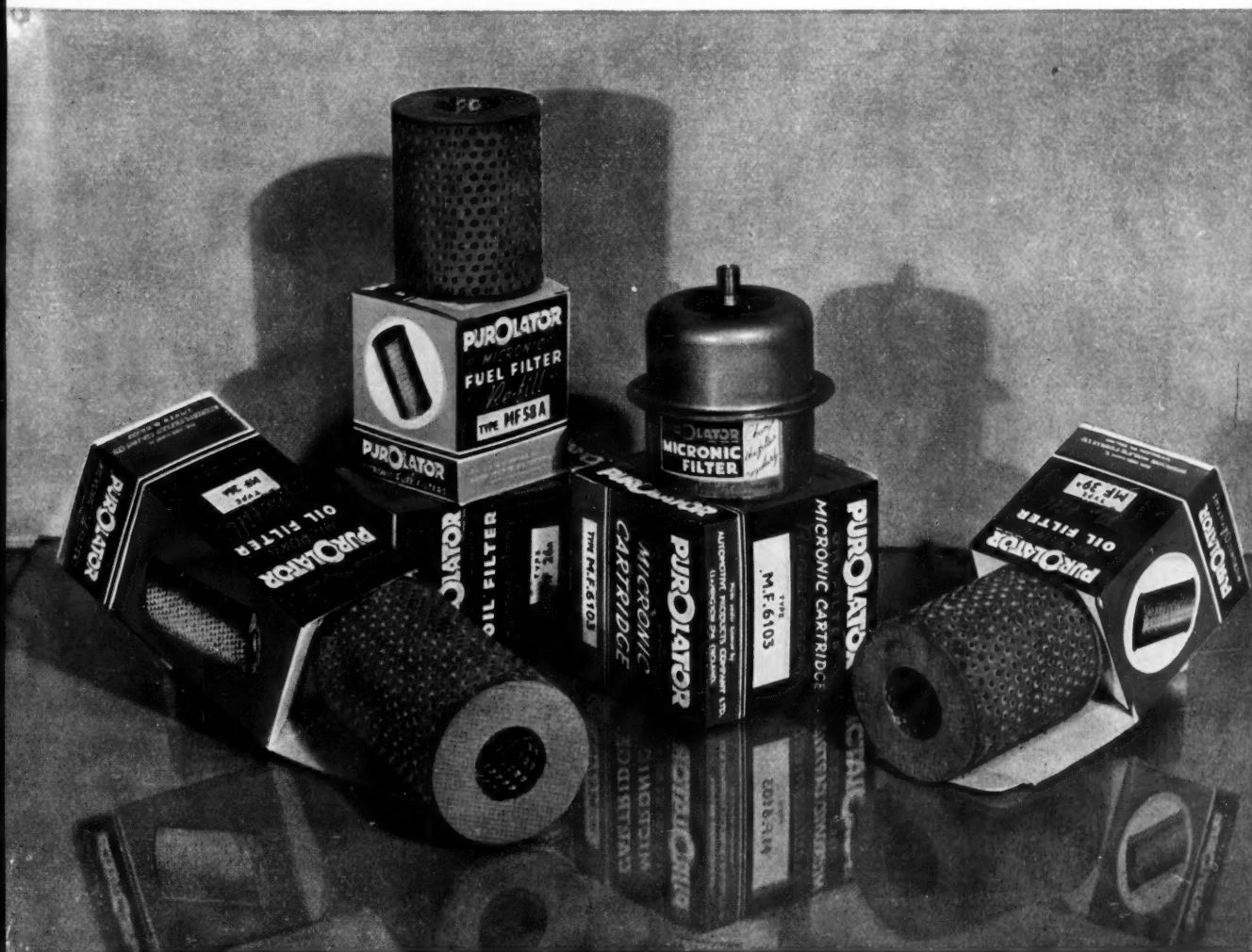
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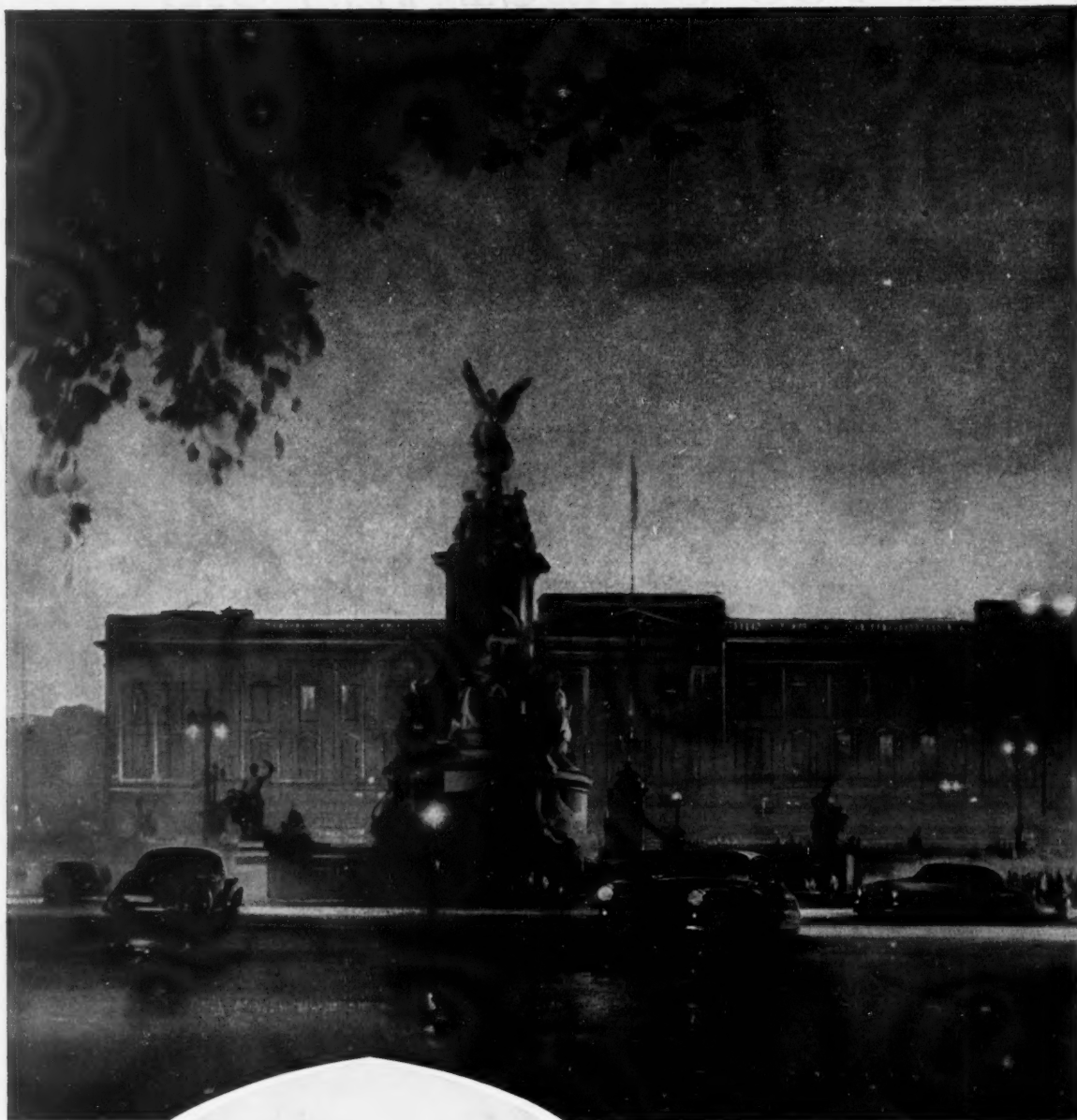
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